

# carbusters

## MAGAZINE #33

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 Michael E. Arth: New Pedestrianism

 Grand Agent: Peak Oil

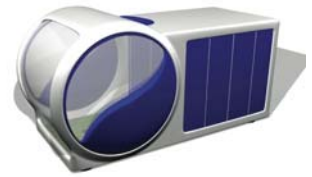
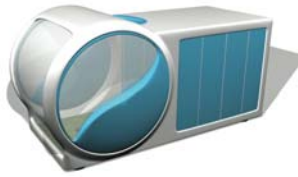
 Car-sharing

 IG Fahrrad



Street Conversion  
Design Contest





Before you read this magazine I ask you to conduct a simple experiment: walk down to your local street and stop, stand, smell, look and listen. Think. What do you see? What do you smell? What do you hear? What thoughts fill your mind?

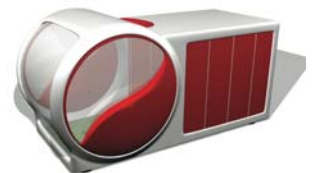
Cars dominate our public space more than ever and it seems their sphere of influence continues to expand. They dominate — and threaten — all of our senses, our thoughts and our well-being. They affect everything we do, from how we live our lives to how we plan our cities. They have become so omnipresent that it's sometimes difficult to imagine life without them. But try. Stand on your street and imagine.

What is so unique about this problem is that it's completely inclusive. Every single one of us is faced with the consequences of car-orientated culture as soon as we walk out of our front door, and every single one of us would benefit from a solution.

In the San Jose/Guerrero neighbourhood of San Francisco, cars literally intruded upon residents' personal space. Gillian Gillett imagined, and responded with a simple petition. Four years and US\$120,000 worth of grants later the community has bonded over the reduction of traffic and the return of their public space.

Gillett is not alone; within this issue of *Carbusters* we feature articles about grassroots coalitions, high profile development projects and the winning designs from our Annual Street Conversion Design Contest. All these people imagined.

Cars are no longer just a threat to the planet; they have become a threat to ourselves as individuals, and everyone — whether they know it or not — is compelled towards the same conclusion. We need to redesign our car-orientated public space and return it to the pedestrian for the benefit of both the planet and the individual. And for once, it's something that every single one of us has the potential to achieve. - SF



# carbusters

MAGAZINE

SPRING 2008  
No. 33

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Frontcover and Centrefold design:  
Neil Johnston and Sam Fleet.  
Magazine Layout: Bas Ruyters.



Backcover: LOOK campaign,  
see page 9.

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**Grand Agent:  
Peak Oil (page 12)**

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www.worldcarfree.net



# letters

Hello all...

I look forward to each issue of *Carbusters*. However, the article "Let's Leave No Rider Behind" by Linda Ostreicher (issue #32) deserves special mention.

This was a very important and well-researched contribution. It offered insights that are all-too-often overlooked. It did not offer trite and commonplace solutions; rather it provoked thought and certainly encouraged the reader to view the world with fresh eyes. As well, Ms. Ostreicher did not fall prey to the view that accessibility is an issue only for those with disabilities. Instead, she showed that this is everyone's issue, which is what it should always have been. When we remove barriers for one, we make the world a better place for many. That we even have to have this brought to our attention speaks volumes about the egocentrism of the industrial/post-industrial/multinational period.

Good planning and broad thinking will ensure that the evolution to a less-car or car-free society will be more inclusive than has been the case in the era of car.

Jeff Arbus  
By e-mail

## Letters To the Editors

We look forward to hearing from our readers.  
Please send letters for publication to:  
Editors@carbust.org

*The Editorial Collective reserve the  
right to edit letters as necessary.*

by post:  
Carbusters  
Krátká 26  
100 00, Praha 10  
Czech Republic

NO EXIT

© Andy Singer



# contributors

Want to contribute? E-mail editors@carbust.org  
or see our guidelines: <Carbusters.org/submissions>.

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*Katie O'Brien* is a Development Associate of The Martin Building Company based in San Francisco.

*Jane Fleet* is a photographer, teacher, inventor and all round top-bird.

*Gillian Gillett* formed the San Jose/Guerrero Coalition.

*Matt Grace* is a freelance photographer and photojournalism student based in London.

*Sharon Jameson* is the producer of the Internet comedy series *The Bicyclist*.

*Neil Johnston* is Junior Art Director for Leo Burnett, Prague. He is currently fascinated with organic vegetables and offsetting his carbon footprint.

*Aaron Naparstek* is a journalist, author and community organiser working on urban environmental issues in New York City. He works for the Open Planning Project where he is editor-in-chief of <StreetsBlog.org>.

*Marc Roberts* — alias Throbgoblins International — is an environmental cartoonist from the UK who publishes a topical daily strip at <www.throbgoblins.blogspot.com> and lengthier climate change focused work at <www.climatecartoons.org.uk> (in cahoots with Marc Hudson) and can be contacted through either site.

*Rob Zverina* edited *Carbusters* issues 28-31. His website <thinksmall.org> advocates for the carfree lifestyle in Seattle, USA.

## contest judges

*Katie Alvord* is the author of *Divorce Your Car! Ending the Love Affair with the Automobile*. She co-founded Wildlands Centre for Preventing Roads.

*Kamila Blazkova and Sam Fleet.*

*Meltem Parlak* is a young Turkish urban planner, based in Istanbul. One of the organisers of Towards Carfree Cities VII, 2007.

*Lake Sagaris* is a writer and urban planner and the *Living City Team* are coalition of grassroots community organisations based in Santiago, Chile <www.cuidadiva.cl>

*Mark Sixsmith* is an etymologist and environmental-English teacher based in Prague.

*Matt Whiffen* "harkens to the sound of birds long thought dead".

# announcements

## Carbusters Survey Online

We are looking for your input, thoughts and comments on *Carbusters*. We would be very grateful if you completed our online survey.

For more information please visit  
<[www.carbusters.org](http://www.carbusters.org)>.

## WCN T-Shirt Design Competition.

We are currently looking for new t-shirt designs, graphics or illustrations to update and add to our resource centre. The submission deadline is May 1, to be followed by online voting. We are looking for a design/logo that captures the essence of the carfree movement.

Graphic designers are welcome to submit, but we will equally consider simple sketches. It will not be judged on professionalism, but originality! The t-shirt can be any colour, but the logo should be maximum A3 with up to two printing colours.

The winner receives a EUR30 voucher for merchandise in our resource centre and a copy of their winning t-shirt.

Please send your submissions to:  
<[chris@worldcarfree.net](mailto:chris@worldcarfree.net)>, or by post to the Carbusters office.

## World Carfree News Hits 100 Mark

The December World Carfree News bulletin marked the 100th newsletter sent out electronically by the World Carfree Network (including 50 issues of "Car Busters Monthly E-bulletin").

We are very grateful to our translators: Jean Pierre Wilmotte (French), Jan Valeska (Czech), Wolfram Ploetz (German), Agustin Villegas, Stefany Guerra and Silvia Gonzales (Spanish).

As the Spanish bulletin expands, there is a new address to send news items to their editors: <[boletin@worldcarfree.net](mailto:boletin@worldcarfree.net)>.

- [www.worldcarfree.net/bulletin](http://www.worldcarfree.net/bulletin)

## New Mobility Justice Campaign

Clean Air Action Group has called our attention to the European Commission's practise of funding unsustainable transport projects in Hungary and throughout Europe. This WCN member organisation calls on all member organisations and individuals to send in a petition, modelled after their letter to the Commission on December 10, 2007.

- [www.worldcarfree.net/levego\\_petition](http://www.worldcarfree.net/levego_petition)

## MeetBike

The European Conference on Bicycle Transport and Networking will be held in Dresden on April 3 and 4, 2008. The conference aims to enhance cooperation and knowledge transfer between European municipalities concerning the integrated use of bicycles in cities. The event will address practical questions and examples of bicycle promotion and bicycle networking.

- [www.meetbike.org](http://www.meetbike.org)

## Carfree Cities Postcard Art Show

For display at Portland's City Hall during the Towards Carfree Cities Conference in June 2008, and future carfree events world-wide. Send postcard-sized photos, paintings, drawings, collages, poetry or prose celebrating freedom from car culture to: SHIFT, P.O. Box 6662, Portland, Oregon 97228, USA.

## SUTECA Online

The new web-based forum for information on Sustainable Urban Transport in Eastern Europe and Central Asia is now open for all parties interested in sharing opinions, questions and concerns on sustainable urban transport. The web page offers space for contributions, news and information from the region and updates on on-going activities related to sustainable urban transport.

- [www.sutp.org/suteca](http://www.sutp.org/suteca)

## Filmed by Bike

The Sixth Annual Filmed by Bike festival is open for entries of bike-themed film shorts (8 minutes or under). Deadline is March 1, 2008. Selected films will be screened April 2008 in Portland, Oregon. (See image below.)

- [www.filmedbybike.org](http://www.filmedbybike.org)

## Chichimeca Bike Tour in July and August

An invitation is extended to participate in the Chichimeca Bike tour in July and August. The route follows Paquime Chihuahua (120 km south of US border) to Mexico City and covers 2200 km. The tour coincides with the Green Route and connects with the US and Canadian historic Continental Divide trail.

- [www.rutachichimeca.org](http://www.rutachichimeca.org)

## Carfree Communities – European Experience and UK Challenges

Carfree UK is announcing a one-day conference, to be held in Bristol, England on May 20, 2008. The British Minister of State for Transport, Rosie Winterton, will deliver a keynote presentation. This will be the first conference in the UK that revolves specifically around carfree communities.

For more information, contact Simon Field at <[s.d.field@talk21.com](mailto:s.d.field@talk21.com)> <[www.carfree.org.uk](http://www.carfree.org.uk)>.

The poster features a large central gear with the text "CALL FOR ENTRIES" in a bold, sans-serif font. To the left, there is a logo for "FILMED BY BIKE" which includes a stylized bicycle wheel and a film camera. Below the main gear, there are several smaller gears of varying sizes. A speech bubble coming from the gear says "Bike themed". Another speech bubble says "Under 8 minutes". A curved banner at the top right of the gear says "DEADLINE: March 1, 2008". At the bottom, there is a dark grey bar with the text "A festival of bike-themed movie shorts" on the left and "FilmedByBike.org" on the right.

# CAR CULT REVIEW

## Hybrid to the Extreme

Apparently SUVs can also be green. The full-size SUV Chevy Tahoe Hybrid was announced as the green car of the year by the *Green Car Journal* in November. The panel of judges included environmentalists from the Sierra Club and Worldwatch Institute. On paper it may impress that this model shows a nearly 50 percent improvement in fuel efficiency from its non-hybrid model, but that only amounts to an average of 21.5 miles per gallon (over 300g of CO<sub>2</sub> g/km). It is doubtful that the two engines of this 2600-kg (5700-pound) beast will be running on its electric-only mode very often. General Motors are more than happy about this thorough green scrubbing after their SUV sales dropped by 28% in 2006.

- [www.chevrolet.com/hybrid](http://www.chevrolet.com/hybrid)

## Green Car Greenwash

As climate change becomes a heightened subject for politics and the media, automakers are jumping at opportunities to boost their green image. The marketing campaign for Renault is awash with close-up images of nature interposed by their cars. Renault launched a campaign for its "ECO2" cars that run on 140 or less CO<sub>2</sub> g/km. It is their ambition to sell over a million units in 2008. On their website they boast that 5% of the plastic in their cars is recycled and there is a 25% improved efficiency in their manufacturing processes and their biofuel models. If we were doing their statistics we would rather calculate how 1,000,000 of these new and unnecessary cars driving 1000 km a month produce 20 million metric tonnes of CO<sub>2</sub> annually.

Saab's campaign for the first "fossil fuel free Hybrid vehicle" promotes the idea of the environmental man with a need for speed. They ask their readers to "release the power of nature" in their press release. The Saab BioPower Hybrid Concept model runs on 100% bioethanol with the option of switching to "Zero Mode" where one can drive up to 50 km/h for 10 to 20 km. Saab hypes this convertible car with a 2-litre turbo engine by claiming: "if you're heading for a cleaner environment, you'll want to get there fast."



Saab BioPower Hybrid: "if you're heading for a cleaner environment, you'll want to get there fast."



fast." Their press release doesn't mention that a bicycle can easily ride in "Zero Mode" for as long as muscles have carbohydrates to burn or that 30% more energy is invested in producing biofuels than its finished fuel.

- [www.saab.com](http://www.saab.com), [www.renault.co.uk](http://www.renault.co.uk)

## Aston Martin Enters China

After patiently waiting in the wings, the luxury car company Aston Martin is about to sink its teeth into the expanding luxury market of China. Last November they opened their first showrooms in Shanghai and Beijing. This was timed to coincide with the release of *Casino Royale*, the first James Bond film to be extensively released in China. Bond is known for never driving anything less than an Aston Martin as he chases and is chased by evil antagonists across the planet.

The exclusive wealthy in China who don't wish to adhere to the traffic rules of the street have the opportunity to join the G1 Club which allows new Aston Martin owners to experience their own car on a real circuit. How else could one legally enjoy the car make which "bridges the gap between the road and track cars"? This club is run by GruppeM, Aston Martin's chief partner in China. As if that wasn't enough, they are inaugurating a new race series this year called *the Aston Martin Asia Cup* across the Asia Pacific region including China. The races will feature a variety of 30 minute sprints and longer "endurance races" driven entirely in the Martin Vantage N24, an evolution from the V8 Vantage that is on the market.

- [Autoblog.org](http://Autoblog.org)

## You Park Like an Asshole

Were you ever annoyed by an idiotic parking job and wished you could do something about it? Now you can! Simply go to the website below, print out a notice and keep them on hand to place on the windshields of offending parkers. The notice contains a list of parking infractions to be ticked including "two spots, one car; move up!" and "that's a compact?" At the bottom reads a message for drivers who ought to consider returning to driving school:

"Parking is far too limited in our overcrowded streets and parking lots, and you happened to park like an asshole. Go to the above website to see why someone else thought you parked like an asshole. Don't be too offended, we all do it one time or another — it just so happens you got caught."

The website seems more designed to temper the road rage of fellow drivers than pluck the problem at the root. While a *Carbuster* would rather see one less car and one more tree or bike lane in the parking space, the users of this sight would be happy as rain if the driver simply remembered their parking etiquette.

- [www.youparklikeanasshole.com](http://www.youparklikeanasshole.com)

## Free-Reign on Highways

Czech celebrities such as decathlon gold-medalist Roman Sebrle have been trying their top speeds on yet to be opened motorways. The Czech Ministry of Transport hires private companies for their motorway projects who are the technical owners of the road during construction. Though the Transport Ministry is aware of the practice they have no power to intervene. What this means is privileged drivers aren't subject to traffic laws on these motorways in limbo.

In fact, the construction companies defend themselves by arguing that it is free promotion for the highways. The joyride is only available to journalists and people of influence. Pavel Kubin, the star defender for the Toronto Maple Leafs, recently pushed his Ferrari to the limit on a spanking new stretch of asphalt in north Moravia.

Though he was disappointed he didn't quite reach his goal of 300 km/h, he promised he'd give it another try soon.

- [www.aktualne.centrum.cz](http://www.aktualne.centrum.cz)

## Employees not Allowed to Cycle

In August the administration of the San Francisco Air Quality Management (BAAQMD) demanded in a memo that their employees not cycle to work due to the higher risk of suffering a serious accident. They made this decision after "it came to the attention of the Human Resources Office that some employees may be riding their bicycles in the course of their work duties." This is perhaps surprising, coming from a government office whose primary aim is to improve air quality and organise "Spare the Air Days" when public transport is free in the bay area. The San Francisco based blog Bikescape leaked this memo in November. BAAQMD has since stated that they promptly put a team hard to work after the memo's release to address safety and liability concerns for their employees who wish to cycle.

- [www.bikescape.blogspot.com](http://www.bikescape.blogspot.com)

## Self-Harming Adverts

Todd Edelman's Green Idea Factory blog is bringing attention to the throng of car adverts distastefully placed within bus shelters and tram wagons worldwide.

## Self-Absorbed Bike Lane Parking

"You Park Like an Asshole" mainly focuses on car drivers annoying other drivers. This photo group goes further, collecting "parking morons" getting in the way of cyclists — much worse.

The website features numerous photos like this one of cars blocking a cycle path in Slovenia.

For more photos go to [www.flickr.com/groups/self-absorbed-bike-lane-parking-morons/](http://www.flickr.com/groups/self-absorbed-bike-lane-parking-morons/).



Photo by pirano

Public transport generally receive insufficient state funding and are often very dependent on advertisements. What is worse still is that these transport authorities seem to have no standards for what is an acceptable advert. Though some people choose the tram or metro because they can't afford a car, many do so of their own free will. The website displays these "self-harming adverts." Examples below.

- [www.flickr.com/photos/edelman](http://www.flickr.com/photos/edelman)

## Adverts For Free Gas

In the ever-expanding frontier of advertising, marketers are bravely going where they've never gone before: onto a car near you. The company

Free Gas Help is taking advantage of the high price of petrol in the US — nearly \$4 a gallon — by offering monthly petrol credits to those willing to attach adverts anywhere or everywhere on their vehicle. People who drive at least 1,000 miles a month, have a good driving record and agree to a contract for at least six months can receive a petrol card worth as much as \$200 monthly. A full car wrap gets \$200, while advert decoration over the rear window gets you \$50, hub caps \$30 or the license plate for \$5. It's a win-win situation for the automotive industry as they encourage Americans to drive more, while drivers feel like they're getting free petrol.

- [www.freegashelp.com](http://www.freegashelp.com)

- CC





## Santa's in Sofia

"Christmas on Bicycles" was the motto with which BikEvolution celebrated Christmas on December 22. Festive costumes, hot tea and music welcomed all visitors to the event outside the National Palace of Culture in Sofia, Bulgaria. A festive Santa, part of the bicycle tour, amused the residents of Sofia not only with his sledge and reindeer but he gave everybody who asked a ride on his bicycle. (See photo right.)

BikEvolution, a new WCN provisional member organisation and event organiser, are also lobbying the Sofia municipality for cycle paths and better conditions for cycling in the Bulgarian capital.

- [www.bikevolution-bg.org](http://www.bikevolution-bg.org)

## International Day of Climate Action

Marches were held in 50 cities around the world on December 8, to protest against climate change coinciding with the UN Framework Convention on Climate Change on the Indonesian island of Bali.

In London protesters delivered a letter to Downing St. calling for climate change measures to be a priority. Despite rain, wind and freezing weather, around 10,000 people turned up to show their support. The demonstration ended at the US embassy, where a rally included music and speeches.

- [www.campaigncc.org](http://www.campaigncc.org)

## SUV's Are Off!

Members of the action group 4X4info, Belgium's "SUV-busters", successfully organised a direct action in Brussels, November 3. Dressed as "climate referees" and accompanied by cheerleaders, the activists showed red cards to SUV drivers informing them of the high CO<sub>2</sub> emissions of their vehicles. The group blames car companies for the increased number of SUVs on the roads and for failing to inform customers of their high emissions. This action comes at a time when EU politicians are weakening the goals to reduce CO<sub>2</sub> emissions for new vehicles.

The action was received with sympathy and even saw the participation of bystanders. It received wide local and even international media coverage. If you are interested in reproducing this action contact Jeroen Verhoeven:  
<[jeroen.verhoeven@foeeurope.org](mailto:jeroen.verhoeven@foeeurope.org)>.

- [www.4x4info.be](http://www.4x4info.be)

## Bicycology Film Night

Bicycology, a UK-based cycle activism and education collective, held a successful Film night at the RampART social centre in London on December 13. With over 50 participants the night

helped create interest in the formation of a radical bike group and free bike space in London. This follows their annual bicycle-powered tour of England, where 20 cyclists visited a number of cities and towns promoting cycling and raising awareness of wider environmental issues. Bicycology also participated in the Camp for Climate Action, Heathrow, and plans to join the World Carfree Network.

- [www.bicycology.org.uk](http://www.bicycology.org.uk)

## Times Up! "Die-In"

On December 12, 2007, Time's Up! organised a direct action to dramatically call attention to the unsafe condition in the Midtown Manhattan 6th Avenue bike lane. The "Die-In" also commemorated the death of 63-year old cyclist David Smith, who was killed on 6th Avenue while riding to work on December 5, 2007.

About 20 cyclists and supporters participated in the "Die-In" to dramatise the fatal last moments of David Smith's ride. After riding up to the spot of the crash, they stopped traffic on one lane of the heavily travelled 6th Avenue and lay down motionless on the street, next to their bikes, with signs proclaiming "Killed by Car."

The action called attention to the need for safe buffered bike lanes, especially on heavily trafficked streets. The bike lanes on 6th Avenue and Broadway are too narrow and offer no protection for cyclists who are forced to ride either too closely to the moving vehicles or risk being "doored" by someone in a parked car.

"Unfortunately, dodging illegally parked cars and carelessly opened doors is an everyday activity for NYC cyclists. The NYPD needs to step up enforcement of traffic laws and ticket motorists who park in bike lanes. The number of cyclists in the city is increasing every year, and bicycle safety has to become a higher priority if we want to encourage this trend to continue," said Judy Ross, Time's Up! spokesperson.

- Barbara Ross, [www.times-up.org](http://www.times-up.org)



Photo by Yana Punkina



Photo by Matt Orace

Protesters on the International Day of Climate Action in London.



## LOOK

In September, New York City launched its first-ever bike safety public awareness campaign: LOOK, a joint project of Transportation Alternatives (TA), the New York City Bicycle Coalition, the NYC Departments of Transportation (DOT), Health and Police, the NYC Taxi and Limousine Commission and the Office of the Public Advocate. LOOK was inspired by cyclist Liz Byrne, who was killed in September 2005.

It was designed *pro bono* by international advertising firm Publicis, where Liz freelanced and her sister worked. The campaign is aimed at drivers respecting cyclists' right to the road and everyone's responsibility to be aware in traffic. The initiative grew out of a rapid succession of cyclist deaths in 2005 that galvanised the bicycling community. In July of that year, as part of the New York City Bike Safety Action Plan presented to City Hall, cyclists from across the boroughs asked the City to work with bike advocates to "develop and implement a Public Awareness Campaign to curb dangerous driving and educate drivers about cyclists' rights to the streets."

Following Liz Byrne's tragic death and the involvement of Publicis on the campaign, the DOT responded to the Bike Safety Action Plan, stating that it would "work with the Public Advocates office, Transportation Alternatives, the Automobile Club of New York, DOH, and NYPD to develop a bike safety outreach campaign geared towards both motorists and cyclists." That November, Visual Resistance and Times Up! volunteers installed a ghost bike to honour Liz, and that winter, TA and representatives from the New York City Bike Coalition met with the City and started to develop the campaign. Over the past two years, the working group has met regularly to fine-tune it. The ads, one depicting a bike crash with a turning truck and the other showing a crash at an intersection, work to raise awareness about two prevalent cycling dangers identified in the City's multi-agency bike crash study: Large vehicles and trucks are twice as deadly as passenger vehicles, and 89% of crashes occurred at or near intersections. Though Publicis developed the campaign *pro bono*, the City of New York put almost US\$1 million into buying ad space.

The campaign will run in English and Spanish on bus shelters, buses, taxi tops and phone kiosks, including a website, posters, postcards, t-shirts and other give-aways to promote cyclist safety. The City is looking to run the ads again in the spring and to expand the LOOK campaign to raise awareness for other traffic safety issues.

- Transportation Alternatives
- [www.transalt.org](http://www.transalt.org)
- [www.looknyc.org](http://www.looknyc.org)

## France Celebrates \$100 Barrel

On January 5 and 12 action groups in cities across France "celebrated" the arrival of the US\$100 barrel of oil. Two days earlier, on January 3, oil prices crossed the US\$100 limit on the New York Stock Exchange. The organisers used this historical moment as an opportunity to alert people of the possible onset of peak oil and to encourage people to rethink how they live their lives in a society dependent on automobiles and oil use.

- [Fete100dollars.free.fr](http://Fete100dollars.free.fr)

## "Die-in" at the BP-sponsored Tate Britain

Activists from London Rising Tide (LRT) staged a "die-in" in the BP sponsored Tate Britain on January 4. Bob Jones from LRT said, "We're here to demand that the Tate cut its ties with BP; an

art gallery is no place for an environmental hazard such as an oil company."

"BP are here to greenwash their image and distract from the ecological devastation they're causing around the world." The protesters handed out lots of leaflets and urged patrons to demand the end of oil company sponsorship of art galleries.

The "corpses" were dressed in T-shirts displaying the logos such as "Art Not Oil", "BP - Fossil Fools" and "BP out of the Tate". Their epitaphs were fitting for the location. Once "dead" the staff on-site took the precaution of ordering everybody to leave which only attracted more people, and over 200 flyers were distributed inside the building.

Several members of the public were very supportive and were heard to comment that "these people are making more of a statement than most of the art in this room."

- [www.risingtide.org.uk](http://www.risingtide.org.uk)



# world news

## £50m Lottery Giveaway for Sustrans

In December Sustrans' *Connect2* project was announced the winner of the Peoples £50 million Lottery Giveaway. Out of the four finalists *Connect2* won convincingly, receiving 42% of the 300,000 votes. City authorities have agreed to match these funds, leaving them with over £100 million to develop pedestrian and cycling infrastructure — with new paths, bridges and crossings — across the UK.

- [www.connect2.org.uk](http://www.connect2.org.uk)

## Bali Climate Conference

Last December the roadmap for a new climate treaty was formed at the UN Framework Convention on Climate Change on the Indonesian island of Bali. The replacement for the Kyoto Protocol will be realised at the 2009 Climate Conference in Copenhagen. A target of CO<sub>2</sub> reductions by 25%-40% below 1990 levels was generally agreed upon but resistance from nations including the US, Japan and Russia means this may be watered down.

The Adaptation Fund was established to support poor nations worst affected by climate change, financed by the taxes received from carbon credits. This will amount to 2% from the US\$70 billion a year carbon trading industry. Progress was also made in spreading green technology around the world and rewarding developing nations for saving their forests. Environmental organisations universally criticised the conference — which emitted around 80,000 tonnes of CO<sub>2</sub> — as doing too little in a time when scientists are making ever more dire predictions for the future.

- [www.oxfam.org.uk](http://www.oxfam.org.uk)

## UK Government Sets a Carbon Price

A carbon price set at £25.50 per tonne — increasing annually to £59.60 by 2050 — will be applied to all UK ministers' policy and investment decisions. The so-called "shadow price for carbon" is meant to calculate the true environmental cost of decisions, promote carbon-free and cleaner technologies and is a step towards the government's commitment to reducing carbon emissions 60% by 2050.

Tony Juniper, Friends of the Earth said: "Whether it works or not will depend on whether they have set the carbon price high enough." The Aviation Environment Federation argues that the given carbon price is too low. They point out that leading economist Sir Nicholas Stern believes a

more accurate carbon price would be £280 per tonne and even government guidance figures set the social cost at £70 in 2000. Government plans to expand airports to accommodate the anticipated doubling of passenger flights by 2030 are not affected by this decision.

- [www.guardian.co.uk](http://www.guardian.co.uk)

## EU Imposes Aviation Limits

In a watered down agreement by EU environmental ministers, the aviation industry will face a cap on CO<sub>2</sub> output. The scheme — still subject to approval by Euro MPs and transport ministers — applies to all intra and intercontinental flights departing from or landing in Europe and will come into effect in 2012. Airlines will join a carbon-trading scheme in which they will have to pay for carbon allowances only when national emissions exceed 2004-2006 levels. EU aviation emissions have skyrocketed by 90% in the period from 1990 to 2006. The European Commission expects the fees from the scheme to increase the cost of a short-haul flight a mere EUR1.80 by 2020. There is no mention of changing aviation's tax-free petrol, nor will they face penalties for their emission of ozone forming nitrogen oxides.

- [www.bbc.co.uk](http://www.bbc.co.uk)

## Expedition on Chocolate

John Grimshaw and Andy Pagset set out from Britain in November to prove that chocolate is good for more than just eating. The 7,250km journey through France, Spain and the inhospitable Western Saharan desert to Timbuktu, Mali, took 32 days. Their 4x4 Land Cruiser was run entirely on bio-fuels produced from 80,000 misshaped chocolate bars. They calculate that their trip was carbon negative by 15 tonnes when accounting for the bio-diesel processing unit they donated to MFC, a Malian charity. This processor, produced by Ecotec, is designed to convert chocolate waste and used cooking oil with other chemicals into a bio-diesel



The Tata Nano, soon for sale at US\$2,500.

that is usable in a normal diesel engine while emitting less carcinogenic pollutants. They were forced to compromise, though, using standard petrol as antifreeze whilst enduring -5C conditions in the Pyrenees.

- [www.independent.co.uk](http://www.independent.co.uk)

## The US\$2,500 Car

Environmentalists are concerned about the increased air pollution and street congestion in India that may result from sales of the US\$2,500 Tata Nano — that goes on sale this year. Tata Motors will produce 250,000 units in 2008, later increasing to 350,000 annually. The two-door "people's car" (see photo below) is very compact and travels 100 km on 5 litres, meeting international emission standards. Tata will consider exporting the "Nano", costing little more than a computer, in two or three years.

- [www.cnn.com](http://www.cnn.com)

## German Cities to Charge Badly Emitting Cars

Drivers of high-emission vehicles within central Berlin, Cologne and Hanover will soon be hit with a fee. All drivers within the designated area — including tourists — will need to display a sticker indicating a red, yellow or green level of fine particle emissions. The fee for not wearing a sticker or driving a higher emission vehicle in the inner-ring zone will cost EUR40. The German motoring club is taking the new restrictions to court, demanding their right to unlimited emissions.

- [www.bbc.co.uk](http://www.bbc.co.uk)

## Cyclists Ride the Greenwave

Raadhuis street in Amsterdam is now "cycle greenwave," meaning cyclists do not have to stop at red lights if their speed is between 15 and 18 km/h, while cars do. The cycle greenwave concept was first conceived in Denmark where it was implemented on a small scale in both Copenhagen and Odense.

- [www.nieuwsuitamsterdam.nl](http://www.nieuwsuitamsterdam.nl)

## Oil Hits US\$100 a barrel

Crude oil prices rose to US\$100 a barrel at the beginning of this year after Energy Information Administration (EIA) figures showed the lowest weekly US stockpile levels since January 2005. The weak US dollar has also increased demand for oil, which is priced in dollars, because it makes it relatively cheaper for holders of stronger currencies.

- [www.bbc.co.uk](http://www.bbc.co.uk)

# HONOURING FALLEN CYCLISTS: GHOST BIKES IN NYC

by Andalusia Knoll

In the past 12 years at least 2000 pedestrians and 300 cyclists have been killed on the streets of New York City. In this same time span more than 150,000 cyclists and pedestrians have been injured in motor vehicle collisions. And that's just New York City; fatality statistics are not released for the entire United States.

While these numbers lay buried in Government filing cabinets, the NYC Street Memorial Project makes sure that these deaths are recognised in the public sphere. Seeking to honour those who have died while raising awareness around cycling and pedestrian issues they have installed over 70 Street Memorials at crash sites. The cyclists' memorials consist of "Ghost Bikes," junkers painted a stark white; while the pedestrian memorials feature an outline of white hands. Both are adorned with flowers and a plaque with the cyclists or pedestrian's name, age and date of death.

The project was initiated by Kevin Caplicki after he stumbled upon the crash scene of Liz Padilla. Padilla, a 29-year-old lawyer, was killed while cycling on 5th Avenue in Brooklyn in 2005. Inspired by a Ghost Bike project in Pittsburgh, Caplicki and the art collective Visual Resistance installed a bike memorial for Liz Padilla and two others on Houston St. in Manhattan. Similar projects can now be found in 30 cities across the world.

"Putting up a Ghost Bike shows that this person existed, that life was lost, and that's something not to forget," says Leah Todd, a NYC Street Memorial Project member.

Originally, Ghost Bike installations were anonymous. Now the project includes memorial rides, walks and a support group for the family and friends of those killed.

On Sunday January 6 2008, over 250 people participated in the annual memorial ride. They rode in remembrance of the more than 23 cyclists and 150 pedestrians who were killed in 2007. These numbers are a rough estimate based on press reports, as the NYPD has yet to release the 2007 pedestrian or cycling fatality statistics.

The ride consisted of three feeder rides and a memorial walk that all converged at a press conference at City Hall. It covered ground from the far reaching corners of the North Bronx to South Brooklyn to East Queens and paused at memorials that have been constructed at each crash site.

Ryan Nuckel, a member of the NYC Street Memorial Project, says that the people whom the ride honour are as diverse as the city itself.

"They're doctors, students, deliverymen, bike messengers, kids, grandmothers and people whose names we don't know. They're from every borough, they're immigrants, they're life long New Yorkers, they're recent transplants," says Nuckel.

One ride began in St. Albans, Queens, out near Long Island where 12-year-old Elijah Wrancher was killed while riding his bike. His mother Karen Wrancher returned from her military deployment in South Korea to attend and speak out at the memorial ride.

"We're in an age of technological advancements, but we don't respect humanity. We have countries like South Korea, China, France where you have cyclists and they take into consideration giving them the right of way... we don't take that consideration as we drive, so we have the irreplaceable loss of life," says Rancher.

The ride paused at the entrance to the Manhattan Bridge, where 27-year-old Sam Hindy plunged to his death after he fell through a gap on the car path of the bridge which he mistakenly

took when he couldn't find the bike path. His mother Ellen Foote said that Hindy had e-mailed her on the day of this death to declare his dedication to bicycle transit, as he had just sold his car. She said it was tragically ironic, that Sam Hindy had recently attended bike memorial rides. "He returned home after one of these rides to tell me how moving it had been when a large group of cyclists had gathered for a young boy who had recently been killed in a car crash in South Brooklyn," says Foote.

Audrey Anderson's 13-year-old son, Andre, was killed while cycling in Far Rockaway, Queens, in 2005. Her son was struck from behind by a man who witnesses say was driving recklessly. The NYPD neglected to give the driver a breathalyser test and no investigation was launched into Andre Anderson's death. Anderson believes when vehicles are the weapons the killers are rarely prosecuted. "In New York you are allowed to kill on the streets and just walk away from it. It's wrong," says Anderson.

In recent years, New York City has seen some positive developments for cyclists, including new buffered street bike lanes and a free helmet program. It is estimated that an average of 130,000 cyclists ride through the streets of NYC every day. With this rise in cycling popularity, Caroline Samponaro, Bicycle Campaign coordinator with Transportation Alternatives, believes further infrastructure improvements are necessary. "If we're really going to see change in our transportation system... [W]e're going to need a system that favours pedestrians, cyclists and mass transit and stops putting all of its attention and resources towards the car-driving minority," says Samponaro.

Ryan Nuckel believes that their demands are simple, "I want to ride my bike to a friends house without risking my life. I want to go to the movies, or to the park, or just get to work on time. I want to make it home safe tonight."

*The NYC Street Memorial Project has launched an open source web site <[www.ghostbikes.org](http://www.ghostbikes.org)> to connect similar memorial projects around the world. Organisations or individuals interested in adding information about ghost bikes in their cities may submit details or request a website account through the contact form on the website.*

*Andalusia Knoll tinkers with bicycles and teaches kids and adults alike about their inner workings with the Free Ride Recycled Bicycle collective <[www.freeridepgh.org](http://www.freeridepgh.org)> in Pittsburgh, Pennsylvania. She has been a bicycle commuter/enthusiast for over 10 years and hopes that someday all drivers will acknowledge cyclists as human beings. You can listen to her bicycle and social justice oriented radio on Rustbelt Radio <[radio.indypgh.org](http://radio.indypgh.org)> and Free Speech Radio News <[www.fsrn.org](http://www.fsrn.org)>.*

*Artwork by Cristopher Cardinale <[www.christophercardinale.com](http://www.christophercardinale.com)>.*







**G**rand Agent is a solo rapper out of Philadelphia, USA. He's been making records since 1995, working in the "edutainment" vein of rap which seeks to educate as much as entertain. His new release "Peak Oil" is a meditation in rhyme on what might happen after global oil production goes into its predicted terminal decline.

He approaches the topic with curiosity, skepticism, and keen wit. Although brief in duration — five songs in 14 minutes — the digital ep is dense with information, observations, and questions about consumerism, imperialism, and globalisation. And while the forecast is justifiably bleak, there is an undercurrent of optimism which emanates from Grand Agent's belief in self-determination.

The album's final cut repeats the phrase, "I think the question you should ask yourself is, 'What can I do to help?'" When asked to answer this for himself, Grand Agent replied: "Well, my first step is putting this record out. The hip-hop audience is still young and influential and the movement has facilitated the transmission of many important messages over the past two or three decades. Everybody plays a small part. I may be so fortunate as to have created a vessel for inspiring someone who may really have 'the' answer(s)."

So, listen and be inspired. And to give you a better sense of the poetry behind the beats, here are some excerpts from Grand Agent's Peak Oil lyrics. —Robert Zverina

...This is just life as you shall soon know it  
This is just trifling truth you should know it  
Subtle little ways, the news they do show it  
Supply, it diminish and demand keep growing  
Every little product and service need oil  
Every little province and turf need oil  
Now we on the brink of what they call peak oil  
Don't wanna compromise nothing, we spoiled

Heaven help us, Big Easy under water  
Price hike for sure 'cause supply even shorter  
Looking like Armageddon on the TV  
So I gots to put Armageddon on the mp3  
Life after the oil crash dot net  
Battle royale, better to throw up ya set  
Food clothing and shelter all in short supply  
And they more than hard to come by  
Biddy by by by

This is not entertainment  
This is not entertainment  
—Entertainment

...Dynasties come, dynasties go  
Every empire is for hire we know  
It's down to the wire and the fire is low  
They know, it's about to expire and go...  
Kaboom! Look who stepped in the room  
Fully abreast of the mess and led us into doom  
And so my fellow Americans  
Ask not who's selling crack to the president

The question you should ask yourself  
Is what can I do to help (3x)

This ain't a call to arms, it's a car alarm  
700 million on the road, overload  
Chop it in half, cops and cabs first  
Mandatory car pools, control the birth  
It ain't the 10 Commandments I know, Duke  
But we ain't got a spare planet to go to  
Play aloof with the burden of proof if you wanna  
All we got is winter and summer  
Can't afford to lose another season  
Peak oil, global warming, holy war — choose a reason...  
—The ?

“ *This ain't a call to arms, it's a car alarm  
700 million on the road, overload* ”

...You think you feel it at the pump?  
Wait 'til you feelin' on the pump  
Just to feel a little lunch  
Sliding in between where the ribs about to touch  
'cause it ain't no more Wal-mart trucks pulling up  
And it's... back to the land  
All you can eat means:  
all you can kill, all you can plant  
Who ready to get fat now?  
—We Hurtin'

...\$25 for half a tank and...  
Ain't nobody to thank but man  
Pretty soon you won't be able to smoke your dank and  
Now you ready for 5-year plan:  
Park them cars and farm the farms  
Since going to Mars won't change the stars  
If we guard the arms and discard the bombs  
We can purge the heart so hard...  
—Yes and No

**GA**  
★  
**GRAND AGENT**

Listen and download Peak Oil at  
[www.myspace.com/grandagent](http://www.myspace.com/grandagent)

For more about Grand Agent and other  
artists on the Rawkus Records label,  
visit [www.rawkus.com](http://www.rawkus.com)

**PEAK OIL**



## Portland's Internet-Only Ensemble Comedy

By Sharon Jameson

Portland's vibrant bike culture is central to its unchained urban identity. This bike savvy city is the birthplace of an internet-only video series called *The Bicyclist*, an ensemble comedy initially seen through the eyes of Conrad Miller, a transplant to Portland from Middleton, Wisconsin.

The first series begins when Conrad — jobless and carrying a shiny new English degree — drives into town. Despite his very un-bike-friendly antics he lands a job as a bike mechanic at The Recyclery; a used bike shop in the heart of the bike culture. There he meets his new friends: Steve — a female

bike mechanic and love interest, Zack — the ultimate bike mechanic and antagonist, Lissa — a counter culture hottie, and Jose — a local filmmaker with a flair for the dramatic.

There are a host of other characters inserting their separate, but sometimes intersecting, biking stories. The DUI Rider who only rides a bike because he is not allowed in a car anymore. The Lady Dive Bombers swoop down on unexpected bikers and pedestrians who get in the way of their mission and there's Mr. Weekend Warrior for whom the image of an expensive bicycle is more important than the fun of the ride.

Portland's diversity of bike activities and enthusiasts lends itself to a multitude of situational possibilities. It's a satirical urban hipster Portland 97210 — a cycling soap opera.

With the first season under their belt the producers, cast and crew of *The Bicyclist* are excited to take what they've accomplished to the next level. Stay tuned for season two.

*The Bicyclist* is best viewed at <[www.thebicyclist.tv](http://www.thebicyclist.tv)>.



## Bicycle Law in Austria — a Status Report

*We asked Johannes Pepelnik — author of the only legal bicycle commentary in Austria and legal representative for the Austrian critical mass movement — for a status report on Austrian bicycle law. There is currently no active legal discussion in Austria regarding the rights of cyclists. Here Johannes tackles two of the most common issues faced by his firm. — SF*

*Is it compulsory to use a cycle path if present?*

Yes. You are obliged to; otherwise you are liable to be fined. In reality though, cycle paths are often unusable in which case the obligation is waived. These cycle paths are often separated from the street causing safety problems at intersections. If the cyclists do use the street they may upset car drivers but they are at least seen and accidents are avoided, as many studies and field experiments have concluded. Cyclists are misled about their security if they use cycle paths divided from the street, because on every corner the danger comes from cars that have not had the chance to see the cyclist and can no longer securely stop. Cyclists are usually the ones with the law on their side but this does not help in rehab. Austrian street planners have routinely dismissed this danger by regulating the traffic at these intersections in such a way that cyclists have to give way to crossing cars. This regulation is not understandable and against every expectation of cyclists who are, as a result, held responsible for any damage to their health in the event of an accident.

These absurd regulations continue even when it comes to children being towed by bicycles. If a bicycle-trailer is wider

than a certain threshold the cyclist must use the street. This is recommendable anyway to caring parents because they run a lower risk of being hit by cars. However, if these child-towing cyclists want to use the cycle path because they feel more secure they face the same penalty as a lone cyclist on the road.

This is only a small piece of the mosaic comprising the irritating world of laws regarding one's obligation to use a cycle path. Most of the cyclists that receive penalties seem to pay them, because neither they nor members of the courts know much about these inconsistencies.

*Is it obligatory to wear a helmet?*

No. In the administrative laws it is not obligatory to wear a helmet. The helmet may be obligatory in the civil law field if you participate in a private race or a downhill mountain bike rally. From an administrative law perspective, if you wear no helmet there are no consequences to face.

There are far more drastic consequences for the cyclist in a typical car-to-bicycle accident on civil law grounds. The car driver usually argues that the accident would have caused less harmful damages if the cyclist had worn a helmet. In such cases it is extremely important that the cyclist has good legal advice in order to get the argument across the court bar and in the verdict it is made clear that he/she is not obliged to wear a helmet. In most cases the helmet would have had no impact on the accident.

— [www.pepelnik.at](http://www.pepelnik.at)

PEPELNIK & KARL RECHTSANWÄLTE



# Intimate Spanish Encounters

by Jeanine Barone

**A**fter a day of riding along a bike path bordered by high stone walls, past an 11th century church, tall fields of corn and dense forests, I had to remind myself that this bucolic journey was just a short drive away from Barcelona's incessant buzz. The 34-mile *Ruta del Carrilet* or Narrow-Gauge Railway running from Olot to Girona in Catalonia represents just a small fraction of the more than 930 miles (1500 km) of *Vias Verdes*, literally translated as Greenways, in Spain. These rails-to-trails came into existence after railroad tracks were long abandoned in favour of bus service and an extensive network of highways. Thankfully, instead of speeding through this countryside watching it all blur by, cyclists and walkers can take advantage of these designated routes to become intimately connected with this enchanted land.

In the Catalan Pyrenees, where my journey began in the town of Olot, I found a landscape speckled with sleeping volcanoes in the Natural Park of the Volcanic Zone of the *Garrotxa*, considered one of the best preserved volcanic regions in Europe. But before starting down the *Via Verde del Carrilet*, I allowed time to ride to *La Fageda d'en Jorda*, a unique beech forest that's rarely found at such low altitudes, and to *La Font Moixina*, a marshland of mossy willows and poplars, two endearing spots that have inspired many an artist and poet.

The *Via Verde* itself is a mostly downhill bike path — the altitude descends from almost 1,500 feet above sea level in Olot to a mere 230 feet in Girona, my destination — attracting a wide sampling of society. In a peaceful parkland dotted with plane trees, the greenway initially runs beside the *Fluvia* River. There I biked past an elderly couple strolling hand in hand along the trail as well as a family keeping up with their two children on tricycles. A group of male cyclists dressed in colorful racing attire whizzed past.

Along this route, I found an often-changing landscape with cows grazing in the surrounding fields while forested volcanic mounds and mighty rugged peaks stand sentry in the distance. Quaint farming hamlets alternate with villages where structures from centuries past remain. *Sant Esteve d'en Bas*, with its ancient parish church, is one of several villages in *La Vall d'en Bas*, a valley that's often referred to as the Switzerland of Catalonia. On the high part of the ride, *Coll d'en Bas*, the path reaches heights of almost 2,000 feet above sea level, providing views from above this scenic valley. More cyclists

blew past me on the steep downhill as I coasted through a shady forestland as the trail parallels the *Brugent* River. Ahead, I spotted the church of *Sant Miquel de Pineda*, an 11th century Romanesque structure that was partially destroyed by earthquakes in the 15th century.

Verdant fields spread before me as I rode into *Sant Feliu de Pallerols* whose medieval structures are still intact in the old quarter. I found the bike racers cooling off at the town's fountain. Most of them then headed to one of several restaurants for a high-energy pick-me-up. But I rode on with the murmuring river sounds accompanying me on this sunny path that suddenly plunges into shade, thanks to a lush foliage canopy. (The route from here may be the most impressive landscape-wise with ferns, vines, holm oaks and other flora framing the path.)

After the village of *Les Planes d' Hostoles*, only the calls of songbirds in the forest break the silence. I noticed a sign for *Font Picante*, a natural spring renowned for its tasty sparkling mineral waters that are bottled. The lovely porticoed square in Amer beckoned. The trail then climbs above this town, only to descend into a cool dense forest. Winding through abundant agricultural lands, I spied goats wandering from a nearby farm. In the village of Angles, where some houses in the old town retain their Gothic windows, the palm-lined promenade made for a tranquil spot to open my picnic lunch while I sat on one of several benches. From here, the greenway, often bordered by white poplars, follows the *Ter* River through pasturelands until it reaches Girona, the capital of the *Costa Brava* region that sits on the banks of the *Onyar* River.

I was tempted to pedal another 24 miles (38 km) on an extension of the *Via Verde* to the sun-drenched village of *Sant Feliu de Guixols* that sits on the shores of the *Costa Brava*. But instead, as I sat at a cafe on a cobblestone street, I became wrapped up in the atmosphere of Girona's medieval quarter. Here, I found an impressive Gothic Cathedral, a warren of narrow passageways winding through one of the best-preserved Jewish neighbourhoods in Europe, and the ancient Roman city walls that are open to strolling among the battlements and into the defensive towers. *Sant Feliu de Guixols* with its sandy beaches would have to wait for another day, but not for long because Spain's *Vias Verdes* are too seductive to resist.

- *ViasVerdes.com*

- *GironaGreenways.org*

## OTHER EUROPEAN GREENWAYS

### • European Greenways Association

<[www.visitgreenways.org](http://www.visitgreenways.org)>

• The **Prague-Vienna** Greenway runs almost 300 miles (480 km), passing through half a dozen UNESCO World Heritage sites. Medieval churches, Baroque chateaus, a rope making museum and a ceramics workshop are just a sampling of sights along the route.

<[www.pragueviennagreenways.org](http://www.pragueviennagreenways.org)>

• In **France**, the Givry-Cluny Greenway is a 24-mile (38 km) route running to the village of Taizé with its ancient abbey, passing a bicycle museum in Cormatin and a wine coop and museum in Buxy.

<[www.southernburgundy.com](http://www.southernburgundy.com)>

• Following the Klarälven River, **Sweden's** 54-mile (87 km) Klarälsbanan Greenway allows cyclists to visit a log floating museum, fish for trout and salmon, and stroll through the ornamental Stadstrad gardens.

<[www.klaralvsbanan.se](http://www.klaralvsbanan.se)>

• The Vulkan-Radweg trail, a 40-mile (64 km) greenway in **Germany**, winds from Lauterback to Glauberg, meandering through small villages, and past an archeological site and an old gallows.

<[www.vulkanradweg.de](http://www.vulkanradweg.de)>

<[www.vogelsberg-touristik.de/Cycling.28.0.html?&L=1](http://www.vogelsberg-touristik.de/Cycling.28.0.html?&L=1)>

• In **Italy**, an old set of railroad tracks from World War I were converted to a 20-mile (32 km) trail connecting Dobbiaco Nuova in the Dolomite Mountains to Cortina. Riding through forests and meadows, you'll find the famous rock formation of *Tre Cime di Lavaredo* and the *Bostagneto* Castle.

<[www.toblach.info](http://www.toblach.info)>

<[www.dolomiti.org](http://www.dolomiti.org)>

• **Belgium** has an extensive network of greenways, including a 25-mile (40 km) path in the *Liege Province* that courses past former railroad taverns in the towns of Herve and Micheroux.

<[www.ravel.wallonie.be](http://www.ravel.wallonie.be)>





# member\_group profile

## IG Fahrrad - Shaking Up the Cycle Scene in Vienna

IG Fahrrad (IGF) is a bicycle advocacy organisation located in Vienna, Austria. Although a relative newcomer to the Vienna bicycle scene — founded just in 2004 — they have quickly risen through to the forefront of bicycle advocacy in the Austrian capital, even hosting the International Bicycle Film Festival 07.

IGF and its 150 members aim to improve the conditions for cycling in Vienna, serving as a platform for transport lobbying on the political level and serving as a source of information and support for cyclists. IGF is attempting to promote a cycling culture that offers a potent alternative to individual motorised mobility, while taking positions on transport planning issues and aiming innovative suggestions at the city's transport drawing board. Alec Hager, chairman and active member of the organisation, spells out IGF's recipe for bringing about a liveable city in a nutshell "a city for people, streets for bicycles, cars in the garages! Or better even the junk pile..."

IGF is one of the newest members of the World Carfree Network, having joined in the summer of 2007. Newcomers on the Austrian scene, IGF take the most radical carfree stance in contrast to the country's previously established bicycle lobby groups. They create a visible front for cyclists, demonstrating the joy and enthusiasm of cycling as a powerful alternative to traffic jams. Peter Pils, vice-chairman, adds "We try to find a new balance between political bike-lobbying in the media and fun and effective bike-activism on the street."

IGF run a programme *RadRettung* (BikeSaving) that involves free quick repairs to bicycles throughout Vienna. They also offer standard bike repair services in their two workshops in Vienna. Hager stresses that they're not just trying to increase the sales of new bikes, but promote their efficient and sustainable use and repair.

It was also a great privilege to be able to cooperate with the International Bicycle Film Festival and function as

the local hosts in 2007, as the festival spread to Austria last year and will continue on a yearly basis.

IGF is also involved with the Austrian Critical Mass movement, they helped reinvent the "Bike Kitchen Vienna" and organised a PARKing action on World Carfree Day in 2007, which involved blocking one of Vienna's busiest central streets, the *Ringstrasse*, and creating a grassy picnic area.

Activities similar to the PARKing action will be expanded this year, to coincide with the European Football Championship. IGF also intend to help form the nation-wide bicycle lobby platform <radlobby.at>, which opens to the public this spring.

In other positive developments for 2008, IGF has been offered a seat in the Viennese Transport Commission, providing a further chance to advance the causes of cycling and sustainable transport. Fortunately, the city already sports an excellent public transport network and is generally perceived as bike-friendly, with an extensive network of bike paths and a modal share of 3% of traffic.

So isn't everything already neat and tidy? Is it all about cosmetic improvements? Not so. According to Johannes Richter of IGF, there are some bike paths with poor and possibly even dangerous designs. Hager agrees, stating that biking in Vienna is still not a fully accepted mode of transport and that transport planning continues to be flawed, usually giving priority to automobile based planning. With a 36% modal share of car use (two percent higher than for public



Photo by IGF

transport), Vienna's cycle and transport activists still have their work cut out for them.

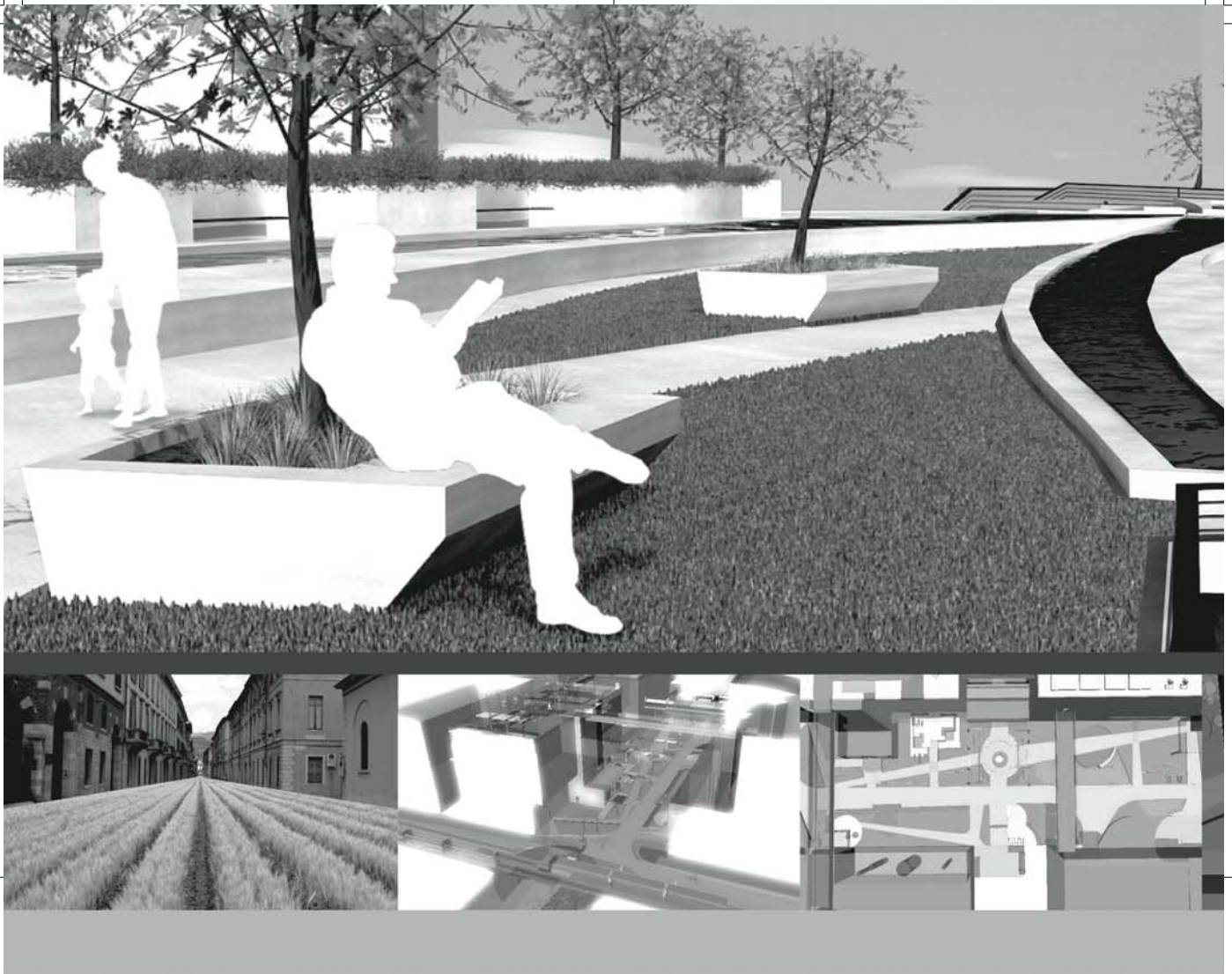
But the pieces are falling into place. IGF continue to garner support for Critical Mass and the movement is growing — with its own legal representative Johannes Pepelnik (IGF member, see page 13). The popularity of the *RadRettung* continues to grow, the International Bicycle Film Festival returns this year and all the while IGF continue to provide a voice to the emerging car-resistant community in Vienna. In the words of IGF: "Cars make noise, we make music!"

- JH

**ig-fahrrad**  
**www.ig-fahrrad.org**



Photo by IGF

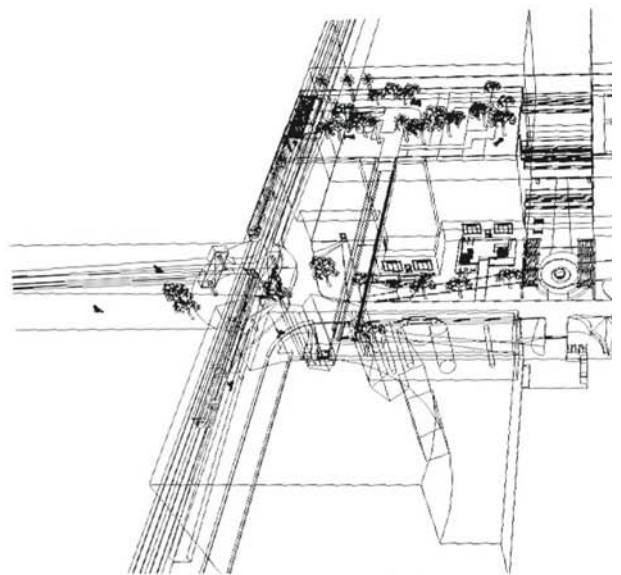


## 2<sup>nd</sup> Annual Street Conversion Design

The beginning of 2008 heralded the US\$100 barrel of oil. Some speculators consider US\$200 a barrel by the end of this year a reasonable estimate. When we announced this competition last autumn we tentatively asked people to imagine life beyond the car, a future where cars no longer dominate our community space. This reality may be closer than we think.

We challenged architects, artists and ordinary citizens from around the world to find a use for the space that cars may leave behind. In return we received designs from across the globe that reassess how we use our public space, from the humble parking spot to the entire block: designs that contribute to our sense of community, increase our quality of life and return previously car-orientated public space back to the pedestrian.

The following pages showcase the prize-winning designs. Thank you to everyone who submitted an entry and we hope to see your creations on our future streets.

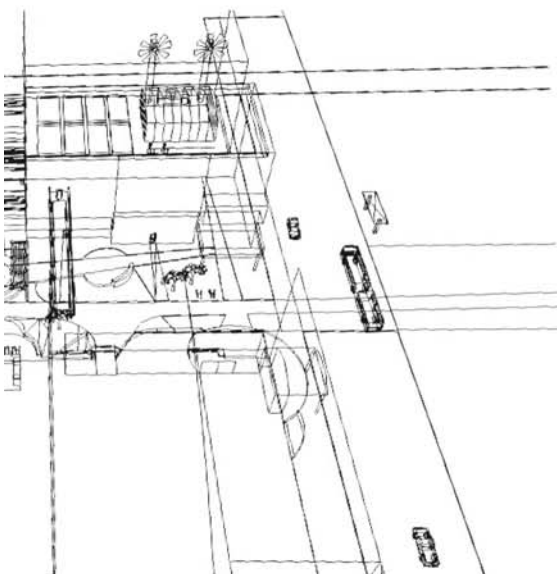






Images: Clockwise from top right: Zoe Pinfold, Shasta McCoy, Komparkt, Shasta McCoy (x4), DePave

## Contest

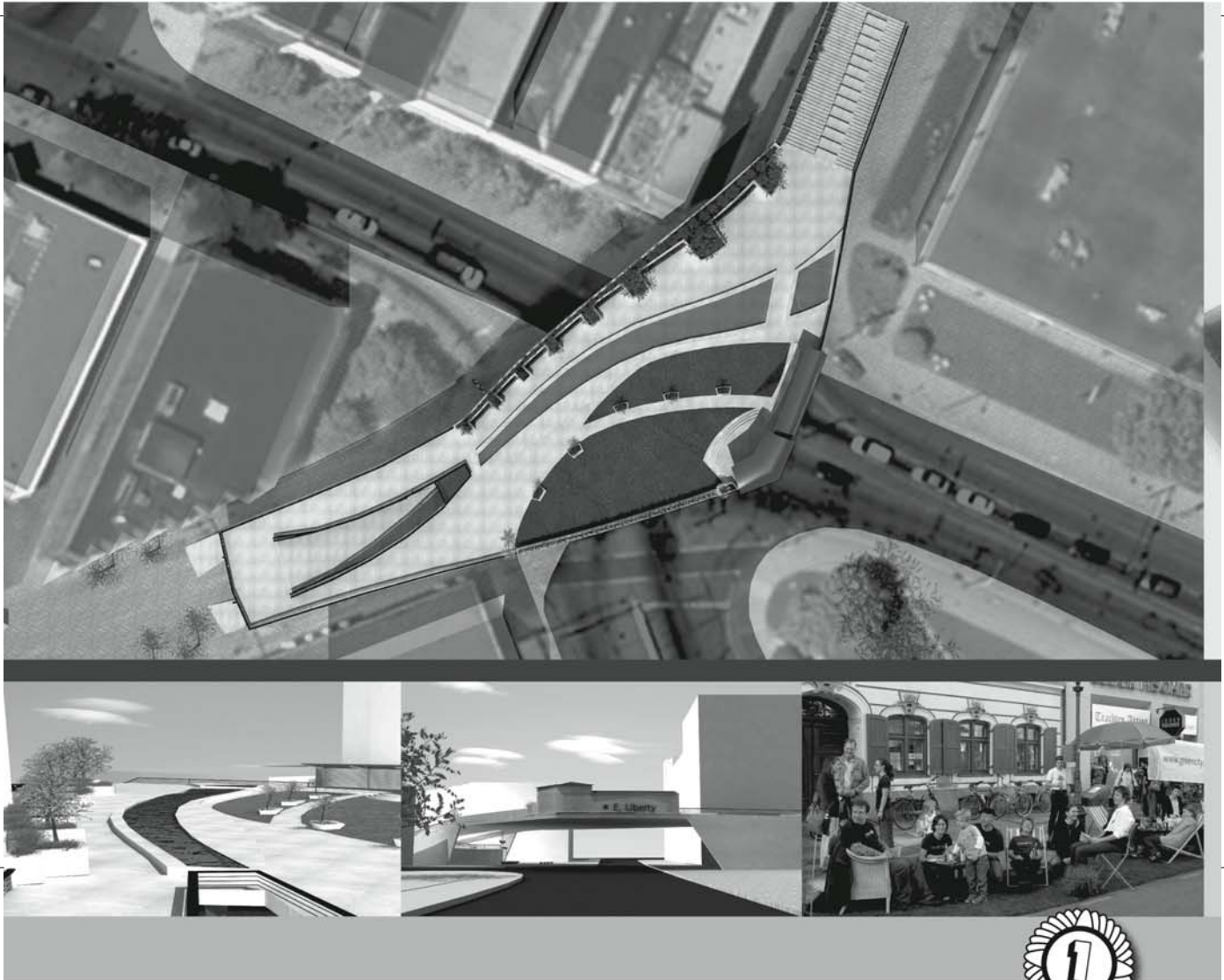


The 2nd Annual Street Conversion Design Contest was made possible thanks to a grant from Artists' Project Earth (APE). APE aims to help create a better world by bringing the power of music and the arts to 21st century challenges. By recruiting internationally known musicians and artists through albums, concerts, art exhibitions and art related projects they hope to raise awareness of climate change and funds for campaigns and disaster relief. Sales of their first CD *Rhythms Del Mundo – Cuba* continue to enable APE to fund some inspiring and innovative projects. Please continue to show your support.

[myspace.com/rhythmsdelmundo](http://myspace.com/rhythmsdelmundo)  
[www.apek.org](http://www.apek.org)







### Zoë Pinfold: E. Liberty Commons

Designer: Zoë Pinfold



E.Liberty Commons is about community. The concept, from ideation through design, aims to build a strong sense of unity, safety and growth in East Liberty, a developing neighbourhood to the East of Pittsburgh, Pennsylvania.

E.Liberty Commons stretches across Penn Avenue at its intersection with Penn Circle East. The concept suggests turning a block of Penn Circle on either side into pedestrian only traffic, allowing a higher amount of foot traffic to pass by the galleries and restaurants to the south and encouraging growth for new businesses to the north. Raised above the city traffic on Penn Avenue, an elevated park provides a refuge to East Liberty residents. The design incorporates green space to set it apart from the grey of the urban neighbourhood. The layout lends itself to performance with the main stage directly over Penn Ave. as well as several alcoves along the west side of the park for street performers of all kinds.

Zoë, originally from Portland, is a senior Industrial Design major at Carnegie Mellon University, Pittsburgh. During her years in Pittsburgh she discovered many forgotten parts of the city, and the E. Liberty Commons project is an attempt to revitalise one such area. Working with and learning from the neighbourhood and its people she hopes the design will help pull the community together through shared experience and ownership.

[www.design.cmu.edu](http://www.design.cmu.edu)

### Green City e.V.: "Twister" (front cover)

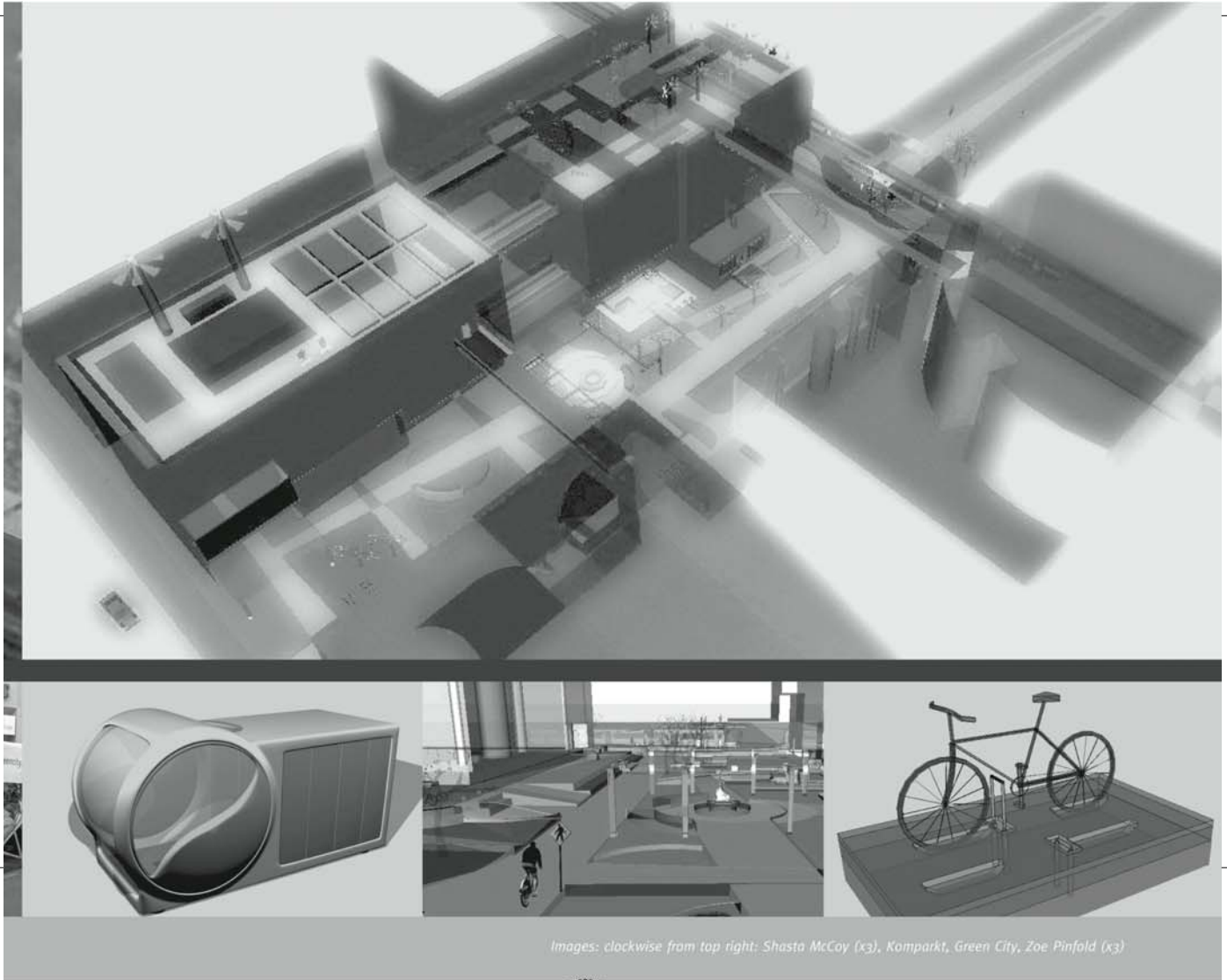
Design Team: Claire Chiquet (artwork and photo montage), Silvia Gonzalez (graduate in Environmental Sciences) and Max Leuprecht (Landscape Designer).



A fun, creative, innovative and attractive design that promotes community interaction all within the confines of a parking space. Two colourful Twister mats constructed from ceramic and wood provide a permanent public space and a ready to use playground. Sunshades and deckchairs act as a resting place for pedestrians. When temporarily implemented on World Carfree Day in September 2007 the site saw plenty of activity, from guitar playing to cards and even an impromptu picnic. The team hope to make it a more permanent fixture on Munich's streets.

Active in Munich, Green City e.V. work to improve the quality of life for residents through ecological urban planning, alternative mobility and climate protection campaigns. Formed in 1990, the team now comprises of 13 staff members who co-ordinate numerous wide-reaching projects, supported by 40 very engaged activists and around 400 volunteers. In the area of urban planning, they continue to campaign for the pedestrianisation of Sendlinger Street in 2010 and are also working on "Tree and Bench", a project to bring more public green space by fostering relations between neighbourhoods and the municipality.

[www.greencity.de](http://www.greencity.de)



Images: clockwise from top right: Shasta McCoy (x3), Komparkt, Green City, Zoe Pinfeld (x3)

### Urbanistanbul: "Komparkt" (page 2)

Design Team: Bahar Aksel, Ahmetcan Alpan, Inci Olgun, Cagdas Saydam, Abdusselam Selami Cifter (3D modelling).

Komparkt is a form of urban furniture, a compact unit that defines an oasis for citizens in the hectic and congested city life of large metropolises. Designed to fit in the area of a parking space the aim of the project is to create a natural environment in the city using the tools of virtual reality; to shape a space that encourages users to participate in the activities that they can no longer actualise in urban areas.

With vivid colours and an innovative shape Komparkt is designed to attract pedestrians into a space where a treadmill provides the opportunity to walk or run, a projector displays environmental films and artificial grass provides a sense of the natural environment. The sides can be open or closed providing the opportunity for both private seclusion and for communal activities.

Urbanistanbul is a creative group consisting of two urban designers and two architects, all graduates of the Mimar Sinan Fine Arts University of Istanbul. The aim of the team is to discuss design problems that concern cities and work on solutions and new approaches on different scales. The team works upon projects ranging from the architectural scale to the urban scale; as well as completing conceptual works to applicable projects.

[www.urbanistanbul.com](http://www.urbanistanbul.com)



### Shasta R. McCoy: Carfree Corridor

Designer: Shasta McCoy



Designed for a standard 100m x 20m street section, the Carfree Corridor – extendable over any typical street grid – includes a self-propelled thoroughfare, bicycle parking facilities and communal space with a complex water mitigation system. The design also includes an extensive living roof system, with space atop the surrounding buildings utilised for gardens, greenhouses and renewable energy sources.

The principles that organise the street conversion are translatable into most open-space design projects i.e. universal accessibility, storm-water source control, communal gathering space and renewable energy generation.

Shasta wrote, "A street conversion, like any landscape plan should be developed from a site-adaptive approach in order to respond intelligently to a place, and adequately address the specific needs of a community... [my] design offers a formula for organising a larger-scale urban transit network that should be critiqued and refined."

Currently a second-year student in the Masters of Landscape Architecture program at the University of British Columbia, Shasta previously practiced garden design in the southwest; Colorado, Arizona, and Idaho. Professional interests include terrain design for gravity and extreme sports, sustainable storm-water management, green roofs, and the design of pedestrian-orientated open space.

[www.sala.ubc.ca](http://www.sala.ubc.ca)







## NYC STREETS RENAISSANCE

The New York City Streets Renaissance (NYCSR) campaign's goal is to rebalance street space usage away from private vehicles towards broader community needs; the first step is providing space (physical and virtual) for residents to re-envision their streets as thriving public places. NYCSR was formed in 2005 as a collaboration between The Open Planning Project (TOPP), Project for Public Spaces, and Transportation Alternatives. The campaign continues to educate New Yorkers about the potential of transportation policy changes to improve their quality of life, and aims to increase community participation in the Department of Transportation (DOT)'s planning process.

The NYCStreets website was launched with the foundation of NYCSR in 2005 and Streetsblog followed soon after in spring 2006. The ever-growing number of short films and vignettes from Clarence Eckerson Jr. (now Director of Video Production) eventually demanded their own viewing platform, and Streetfilms was born in 2007. NYCStreets enhanced its community-organising capacity this past autumn with the incorporation of project-management tools developed by TOPP. "NYCStreets gives neighbourhood-based planning projects a public face and enables them to learn from the experience of similar initiatives," explains Nick Grossman, Director of Collaborative Initiatives at TOPP. The campaign continues to gather momentum with over 20 projects now active. This summer NYCSR will orchestrate BlockPartyNYC: a city-wide network of block parties for neighbours to enjoy their streets and connect to improve them.

- [www.nycstreets.org](http://www.nycstreets.org)  
- [www.transalt.org](http://www.transalt.org)  
- [www.pps.org](http://www.pps.org)



Started in 1999 by Mark Gorton, The Open Planning Project (TOPP) was founded as a non-profit organisation with the aim of promoting thoughtful urban planning and encouraging increased public participation through open technology.

- [Topp.openplans.org](http://Topp.openplans.org)



Streetfilms is a videoblog that explores the use of street-space in NYC and chronicles best practices from other cities in short-form vignette pieces. With searchable archives and built-in capability for user-contributed videos, the blog aims to showcase an eclectic array of videos about transportation policy in NYC and beyond.

- [www.streetfilms.org](http://www.streetfilms.org)



Targeted at Manhattan's Upper West Side neighbourhood, Upper West Side Streets Renaissance is a

spearhead for the broader NYCSR movement. Beginning in November 2007 with a launch series of free events — lectures, design workshops, and exhibitions — the campaign has hosted renowned speakers such as DOT Commissioner Janette Sadik-Khan and Jan Gehl, the world's foremost urban designer. Five Working Groups formed by residents who attended launch events will now tackle specific streets and concerns. Throughout 2008, each Working Group will participate in a complete design charrette, creating proposals for livable streets to present to elected officials, the DOT, and City Planning.

- [www.nycstreets.org/projects/uws](http://www.nycstreets.org/projects/uws)

## STREETSBLOG

Streetsblog was created to chronicle transportation and urban environmental issues left uncovered by regular NYC news sources. The brainchild of Aaron Naparstek, a Brooklyn community leader and Streetsblog's Editor-in-Chief, the blog remains a daily source of news and information about the Livable Streets movement and NYC transportation policy.

- [www.streetsblog.org](http://www.streetsblog.org)



### GAPco restores Grand Army Plaza

The Grand Army Plaza Coalition (GAPco) is a community-driven group who came together to restore Brooklyn's Grand Army Plaza to its former glory. GAPco fought for and won over 11,000 square feet where new landscaped pedestrian islands, a separated bike path, new crosswalks, and pedestrian signals are being installed, vastly improving the Plaza for pedestrians and cyclists. Streetsblog's Aaron Naparstek has been a key player in GAPco's battle.

- [www.streetsblog.org](http://www.streetsblog.org)



### DUMBO Parking Lot Pocket Park

This parking-lot-turned-pocket-park is the first fruit of a DOT initiative to actively search out and revitalise unused public space. Simple tools — green paint, potted plants, shaded tables, and local art — made for a speedy transformation: an example of the new progressive attitude towards public space amongst DOT's senior leadership.

- [www.streetfilms.org](http://www.streetfilms.org)

- SF with special thanks to Lily Bernheimer and Aaron Naparstek



# The San Jose/Guerrero Coalition to Save Our Streets

- By Gillian Gillett

The San Jose/Guerrero Coalition to Save Our Streets works to bring about a well-balanced "place" in a central neighbourhood of San Francisco that has long been dominated by automobile traffic. The Coalition takes its name from two streets (San Jose Avenue and Guerrero Street) that form the spine of the neighbourhood.

In the last decade, the Coalition successfully advocated for converting two traffic lanes (out of an original six) to bicycle lanes and a wider centre median, the implementation of new traffic signals, and reducing the corridor speed limit to the California residential 25 mph. In this time the Coalition has amassed political muscle, won US\$120,000 in grants to develop a Neighbourhood Plan, raised over US\$80,000 from the neighbourhood to plant the median along San Jose and Guerrero, helped San Francisco pioneer a strategy to put median greenery throughout the city, and most importantly, started to turn a desolate "traffic sewer" back into a neighbourhood.

Traffic volume along San Jose/Guerrero — currently more than 30,000 vehicles per day — was once so high, that in 2004, more than half of the houses on the northern-most block of the neighbourhood were struck by cars — some multiple times; one resident was even killed by a car while sitting in his kitchen.

In 2003, Gillian Gillett, a mother living on Guerrero Street, tired of the traffic and conducted a door-to-door petition asking the city to implement traffic calming. More than 300 people signed, many relating their personal stories of disgust at the perilous, traffic-dominated streetscape. This simple effort catalysed the re-building of the neighbourhood.

Following initially unsuccessful efforts to get the city to calm the traffic and a street protest by more than 125 residents, in 2004 the city agreed (after 50 years) that six moving lanes provided excess capacity for vehicular traffic. In 2005, at a relatively small cost, the roadway was re-stripped to four traffic lanes, two bike lanes and a wider median.



Photo by Jane Fleet

Based on the success of the traffic calming (traffic collisions were halved, post re-stripping, according to police records), the Coalition won a grant from the Metropolitan Transportation Commission — the Bay Area's regional transportation planning & financing agency — along with other grants from the San Francisco Department of Public Health and St. Luke's Hospital to create a Neighbourhood Plan.

The planning effort took a year and included workshops and street planning games, with residents, merchants, city and state agencies — in English and Spanish — along with door-to-door and online surveys, and a Coalition website. Hundreds of residents participated in the planning



Gillian Gillett in the pedestrian safety zone

process, with the suggested improvements rated positively by an astonishing 98% of respondents.

The goal of the Coalition was not simply to calm the traffic or complete the street, but rather to support a vital, mixed-use, urban neighbourhood, accessible by car, bicycle, foot, baby stroller and wheelchair. This goal dovetailed with the methods of the Project for Public Spaces, a New York-based organisation that promote "Placemaking" (The Coalition eventually hired PPS to help with the Neighbourhood Plan). Throughout the planning effort, and continuously ever since, we ask our neighbours what kind of a place they want to live in; what will keep them living in the neighbourhood, what will get them strolling in the neighbourhood, what kinds of stores they want, what kinds of vegetation they like and what facilities they would like for their



children or parents. We hope these conversations never stop.

In 2005, after survey results showed that residents strongly favoured more greenery, the Coalition started to work with the city to remove concrete from the medians of San Jose and Guerrero. On planting days, hundreds of people turn up to help plant the medians, and over 300 residents and merchants have donated more than US\$80,000 towards the cost of these plants — unprecedented for a project that is essentially a "public work." The city asked the Coalition to extend its initial half-mile goal to more than a mile of Guerrero Street.

Underground utility problems in the medians have slowed implementation of this greening, but it will eventually be done and residents further north anticipate having their blocks included as well.

The Coalition advocates for a number of changes to the neighbourhood's infrastructure, which can be seen on the Coalition's website, including widening the sidewalks, creating a public space in what is currently an intersection of three streets, large pedestrian bulb-outs near businesses, human-scale lighting and public art. Besides infrastructure, we also need land-use changes to encourage more businesses and greater density, better parking management and to make sure that the potential closing of the local hospital doesn't spell disaster for this neighbourhood or adjoining ones.

Finally, the Coalition advocates for better access to existing public transit, greater inter-modality and a new station in the regional rail system (BART — Bay Area Regional Transit): the San Jose/Guerrero neighbourhood sits in the middle of the largest station gap in San Francisco.

It is impossible to emphasize enough how much of our momentum has come from being a coalition. The members of the Coalition include local residents and businesses, but also advocacy groups for pedestrians and cyclists, the local hospital and senior citizens. Whenever we succeed in our efforts, it is principally by making sure that we understand and accommodate as many of the neighbourhood stakeholders as possible, and work closely with the many government agencies involved in a key north-south corridor in San Francisco.

- [www.sanjoseguerrero.com](http://www.sanjoseguerrero.com)



# The Mint Plaza Street Conversion

- CC and Katie O'Brien

Martin Building Company (MBC) has transformed a 290-foot stretch of a formerly neglected street in the heart of downtown San Francisco into the City's newest public open space. The pedestrian only plaza, designed to serve as a community gathering spot, was opened to the public on November 17. It is adjacent to the Old United States Mint building that will be converted into a high-tech, interactive museum of San Francisco Bay Area culture and history. The locally-based development firm financed the US\$3.5 million project with special tax exempt bonds that will be paid off over 30 years through a special property tax assessment on five of the properties surrounding the Plaza, four of which are owned by MBC.

In addition to providing much-needed greenery to a heavily developed corner of the city, the project also incorporates leading-edge green design principles. Specifically, the plaza serves as a "mini urban watershed," diverting storm water that would normally flow off the 18,000-square foot surface of the Plaza directly into the city's combined sewer and storm water system. Runoff is retained on-site and flows instead into two planted "rain gardens" and a

slender "slot" drain that feed into a system that allows the water to slowly infiltrate through the naturally sandy soils located under the plaza surface. Diverting rainwater from this helps reduce stress on the city's combined sewer system during



storm events, thereby saving energy and reducing the risk of untreated sewage flowing into the San Francisco Bay. One of the rain gardens features a 20-foot tall native Coastal Oak placed as a visual cue to passing traffic and a noise buffer from the busy 5th Street.

The plaza is also designed to be a highly flexible urban "living room" to accommodate a wide range of informal uses and organised art, cultural and music events. Borrowing from Bryant Square in New York City, the managers of the Plaza provide movable public seating in the form of 50 orange chairs to suit spontaneous meetings instead of ordinary fixed benches. Two of the three building frontages surrounding the plaza will be lined with cafes and restaurants with outdoor seating to activate the space and lend a European flavour. Though citizens are generally quite happy about the conversion, a few complaints heard from the attendees of the inauguration were the lack of a fountain and concerns of the homeless overtaking the space.

What is perhaps most interesting about this project is that the local NGO Friends of Mint Plaza was created for managing and maintaining the public space with no subsidy from the city. Friends of Mint Plaza will organise cultural events including live music and select pushcart vendors that sell locally produced and sustainable food. This public-owned space gives the district a dose of urban vibrancy and is a welcome replacement to the old, grey street.

- [www.mintplazasf.org](http://www.mintplazasf.org)

## Converting a Bronx Highway

- JH with special thanks to Philip Silva

What happens when you campaign to decommission a highway in the largest city in the USA? A number of NGOs under the umbrella of the Southern Bronx River Watershed Alliance (SBRWA), New York City, wanted to find out just that. They banded together and began to campaign for their vision of urban renewal by converting a strip of highway into an attractive green space.

The highway in question is the Sheridan Expressway, and the community's vision is to redevelop 28 acres of the two kilometre long highway. This would entail the creation of 1000 units of housing (most of it affordable), many acres of open space, parks, connections to the nearby Bronx river greenway, and manufacturing and retail opportunities.

The state is keen on expanding the highway, but as both local and state law require, an

environmental impact analysis must be carried out. This involves studying alternatives to their proposal — including the SBRWA vision — that would have smaller impacts on the environment.

Last July heralded success when — after ten years of campaigning — the State Department of

**“Many say it is a sensible plan; a lot of people are coming out for it and support is high.”**

Transportation finally agreed to study the community's vision. But whether they will utilise it is unclear — after all, they are traffic engineers looking to benefit motorised traffic.

Despite this, Philip Silva of the SBRWA stated his enthusiasm: "I'm very positive that it can be successful. The community wants a sensible traffic

model. Many say it is a sensible plan; a lot of people are coming out for it and support is high. But it is uncertain when that will happen."

The State Department of Transportation created a traffic model, but the groups proposing the conversion were forced to critically review the model with independent planners. The review uncovered several flaws in the state's model.

The Alliance's proposal hardly differs from that of the state in improved truck travel time for reaching Hunts Point peninsula (the largest wholesale food distribution centre in the world).

As food wholesalers need access to Hunts Point, some would like to expand the expressway and provide better access for trucks, but the campaigners advocating for the Sheridan's removal believe that this can happen through another access route, making the already underused Sheridan Expressway even more redundant. This would provide the community with the marvellous opportunity to convert a highway into an inviting green stretch of land.

- [www.southbronxvision.org](http://www.southbronxvision.org)

- [www.sheridanswap.blogspot.com](http://www.sheridanswap.blogspot.com)



# New Pedestrianism: A Bridge to the Future

By Michael E. Arth

Help may soon be on the way to rid the Earth of the sight, smell, danger, pollution, global warming, and aesthetic degradation caused by as many as one billion motor vehicles. Ironically, the accelerating pace of technological change, which brought us those vehicles to begin with, may also provide us with the tools to reduce their number to a tiny fraction of current levels. During this transitional period, we also have the opportunity to begin to rebuild our new towns and neighbourhoods for a nearly carfree future that is still functional, attractive, and profitable to developers today. Two developments of the information age, that together might reduce the number of motor vehicles by 95%, are self-driving cars and fully immersive virtual reality.

In the last few years we have seen self-parking cars and collision avoidance systems in commercially available cars, as well as well-publicised automobile races involving driverless vehicles. In January 2008 General Motors announced that they plan to have self-driving cars on the road within 10 years. This has enormous implications for the number of vehicles on the planet, which might not seem obvious at first blush. It could even be that GM and other automakers may not have yet seriously considered the ultimate implication of autonomous vehicles. Yet consider the conclusions that can be drawn from two important facts:

1. *More than 90% of the time, cars are parked somewhere, taking up space, and costing money and resources.* By trading private vehicles for driverless public taxis and shuttles, we could theoretically reduce the number of vehicles by 80% or more and pass the financial and environmental savings onto everyone.

2. *Of the horrific 30 million annual casualties from motor vehicle accidents, 95% are caused by human error.* As the trend for safer vehicles continues, it will eventually be illegal to let a human (or at least an un-enhanced human) have total control over a vehicle. This will help ensure that all vehicles will eventually be self-driving.

The second big development, virtual reality, is also already here in nascent form. It began with the use of the telephone, radio, and television, and then exploded with the growth of the internet and the many billions of pages making up the World Wide Web. Anyone who has watched a teenager at his computer playing *World of Warcraft* with nine million other kids from all over the world, or has visited the more adult-oriented SecondLife.com, has seen the cartoon version of the future in two dimensions. My brother, who has a teenage son, calls the huge cyber-game "World of War Crack" because he feels he has lost his kid to an online addiction. His concern is justified, and it recalls how our parents fretted over us passively staring at "the boob tube."

Instead of virtual reality being an abomination against nature, however, it may be the best thing that has ever happened to us and our planet, if only because it may get rid of the cars and steer people away from taking apart and polluting the world with rampant consumerism. Most of us will soon fully immerse ourselves in a multi-tiered, three-dimensional virtual reality that will eventually be even more subtle and rich than the real world. It will take on aspects of the real world, imagination, and spirituality, and draw everyone together in countless ways that are almost unimaginable today. Eventually most jobs, recreation, entertainment, and socialising will take place in cyberspace, which means

that commuting or travel for most purposes, will become unnecessary. Transportation will become an information-based technology.

The looming probability that we will live through our avatars in virtual worlds then leaves us with the question: What will we do with our physical selves and our real cities? The sprawlscape that have been designed around cars are dysfunctional because of the societal problems they exacerbate. Even the New Urbanism movement, which at least aims to restore a sense of architecture and a sense of place that was common before WWII, still caters to cars, where they are not only in the streets in front of the houses, but also in the back of the houses in the alleys. In some urban areas, cars, parking lots, and roads cover 70% of the landscape, not even counting all the businesses that service the cars. So even if we reduce the number of cars, we will still be left with the mess they have created.

The answer is to implement a form of town and neighbourhood building that works both now and in the future. New Pedestrianism (NP), a more ecological and pedestrian-oriented version of New Urbanism, takes the approach that cities of the future will have to be beautiful, sustainable, useful and fun. There are different forms of NP, but the kind that is most likely to be adopted by planners and developers involves putting cars and pedestrians on two completely separate networks. People and cyclists would travel on tree-lined pedestrian lanes in front of the houses and businesses. These human-scaled lanes would open up into plazas, mixed-use neighbourhood centres, parks, and front important natural amenities like waterfronts and greenbelts. Reasonably attractive automobile streets, with buried utility lines, also lined with trees, would always be in the rear. There would be carriage houses to provide a street presence and provide lower cost housing. Formal garden gates would provide an attractive rear entrance where motorists could call. Compact and vibrant pedestrian villages like this where aesthetics, health, safety, recreation and community are important would help keep people involved in the real world. Pedestrian villages would provide a balance in our local and global life that is already being lost today. We will surely lose it in the future if sprawled-out cities — strung together with strip malls and other automobile-related crud — is what people see when they venture out into the real world. It might be that we need to begin living in pedestrian villages now in order to restore our sanity and prevent the future from looking like my nephew's idea of fun.

For more information on New Pedestrianism: [www.pedestrianvillages.com](http://www.pedestrianvillages.com)

*An autodidactic generalist, Michael E. Arth is a home, landscape, and urban designer, as well as an artist, real estate developer, writer, filmmaker, and futurist. Arth founded the more idealistic branch of New Urbanism called "New Pedestrianism" in 1999. Books include Introspective 1972-1982 (1983) and three works-in-progress: The Labors of Hercules: Modern Solutions to 12 Herculean Problems, The Past, and The Future. His documentary feature film about New Pedestrianism, and how he rebuilt a slum neighbourhood in Florida, New Urban Cowboy, is now available on DVD. Two more documentaries are planned for 2008: The Labors of Hercules and UNICE, which is about the future.*

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# STUDIES & REPORTS

## Roads and Reality?

The RAC Foundation has called for at least 372 extra miles of traffic lanes to deal with the ever-increasing number of cars on Britain's roads. The study *Motoring Towards 2050: Roads and Reality* — published on December 4 — directly opposes the view of Campaign for Better Transport, who believe increased investment in public transport would better battle the congestion faced by motorists.

The study claims that if the British Government wants to avoid 1000 miles of severe congestion by 2041, new road capacity will be essential whether or not national road pricing is introduced. The report also claims to demonstrate that road users are the only energy users currently paying the full cost of their carbon emissions; and that cars will continue to get greener and cleaner towards 2050.

- [www.racfoundation.org](http://www.racfoundation.org)

## NICE Work

A set of guidelines drawn up by National Institute for Health and Clinical Excellence (NICE) to help combat the obesity epidemic in Britain has been applauded by Sustrans. The NICE recommendations — entitled *Public Health*

*Guidance: Promoting and creating built or natural environments that encourage and support physical activity* — include the reallocation of road space, the restriction of motor vehicle access and the creation of comprehensive walking and cycling networks.

- [www.sustrans.org](http://www.sustrans.org)

- [www.nice.org.uk](http://www.nice.org.uk)

## Elderly Drug Drive Danger

According to a study published by the European Monitoring Centre for Drugs and Drug Addiction, of all drug users on the road the greatest threat comes from elderly users of prescribed sedatives and tranquilisers. These drugs account for nearly two-thirds of suspected drug driving cases in Britain. Elderly users are often ignorant of the drug's effect on driving.

The study also found that the most common drug found in drivers killed in accidents were benzodiazepines, which are prescribed to people suffering from anxiety and insomnia. After alcohol, benzodiazepines and cannabis are the most common drugs found in drivers across Europe except for the Scandinavian countries

where amphetamines take the lead.

- [www.emcdda.europa.eu](http://www.emcdda.europa.eu)

## The Automotive Sector in CEE

A study backed by the UniCredit Group about the untapped potential for the automobile industry in Central and Eastern Europe, claims large-scale foreign investment would be a necessary catalyst for further development.

- [bulbank.bg](http://bulbank.bg)

## USA Department of Transport

The budget for the US Department of Transport's 2008 fiscal year — including US\$175 million for improved air traffic control systems and US\$9.4 billion for developments to increase the safety of highways and intersections — can be found here: <[www.dot.gov](http://www.dot.gov)>.

## Cars and Carbon Dioxide

The latest Transport and Environment survey of maker-by-maker carbon dioxide reductions from new cars makes a strong case for avoiding weight-based future standards.

- [www.transportenvironment.org](http://www.transportenvironment.org)



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MAGAZINE



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# want to cut your car use?

Dear Anna

I drive to work alone. Three empty seats go to waste on regular journeys that I could share. I look around and there are loads of driver-only cars in traffic jams. Explain how to car-share so that it saves me money and doesn't inconvenience me.

Yours

Solo Driver

Dear Solo Driver

Well done for noticing that congestion would be reduced through co-operation! If half of UK drivers got a lift once a week, pollution would be cut by 10% and traffic jams by 20%. It's best if you could work at home, walk, cycle or use public transport. But some trips are only manageable by car, when sharing makes perfect sense. It's a win-win traffic reduction tactic.

Two distinct car share types exist:

1. Lift Share or Ride Share — where a driver and passengers link for a specific trip (often a return journey to work, education, shopping, an event etc). Passengers should offer to pay some variable costs like fuel, tolls, congestion charges and parking if it is prearranged. Or, when hitch hiking, rides are free.

2. Ownership Share — where people jointly own a vehicle, splitting fixed costs, but not necessarily taking the same journeys. Car clubs are joint renting/car ownership share. The same car is used by different members.

Lift Share is usual between family and friends. Sharers benefit from company, lower costs and it's greener than multiple cars going the same way. Having a car parked in a drive reduces burglaries. Sometimes high occupancy vehicle (HOV) lanes or sharer parking bays can speed up trips.

If you don't already know who to share with then effort is required to find someone doing similar journeys. Once matched it is up to people to keep to their word. Fortunately, many people have mobile phones making it easy to keep informed of plans.

Start by asking colleagues about how they began sharing. Look for commuter matching schemes. Register online or with whoever runs it. If none exists then volunteer to run it. Yes — be proactive and GO FOR IT! You'll enjoy the pick of

the offers of near neighbours or others on your direct route. Advertising methods include asking people verbally, via notice boards, a staff meeting, newsletter, email lists, intranet or with fliers — for instance near the drinks area/canteen. Why not put it on the company agenda by having a car share meeting at lunch or coffee break? Photocopy some maps and ask people to mark their home and draw their route. Your attempt to be green, reduce pollution, congestion and parking issues will be applauded. (US readers see <[www.carsharing.net](http://www.carsharing.net)>)

Or do large employers nearby run lift share matching? In the UK see <[www.liftshare.com](http://www.liftshare.com)> and <[www.carshare.com](http://www.carshare.com)>, your Council's website or ask your Council's transport department.

Gold standard schemes use computer Geographic Information Systems (GIS) and postcodes to consider not only routes and times but also gender (e.g. women who want to share with women) and smoking preference. Some places have Park & Share sites where people travel independently to a meeting point and then share to a common destination e.g. to a town from a secure car park on the ring road.

Organised car share is the mainstay of business Travel Plans. 69% of UK commuters drive alone. It falls by 10% plus with well run lift matching and incentives like taxi fare refunds if arrangements break down due to an emergency and/or if there are minibuses/coaches for staff pick ups. Flexitime, compressed working, designated lift share parking near entrances, car sharer breakfasts, rationing car park passes, parking fees and cash outs plus green traveller lotteries all encourage car share. It's an inexpensive way to solve parking problems.

For safety:

- Avoid swapping home addresses with a new sharer before meeting
- Meet in a public place near public transport links. Then passengers have an alternative should the lift fall through
- The first time you share a lift with a



# just call Anna

stranger, ask for ID such as a driving licence or identity card

- Hitch hike in pairs

Lift partners can take turns driving so no cash changes hands. This avoids tax issues — where car share is an income source (though I suspect it is rarely declared). UK tax allowances in 2007 were 5p per passenger per business mile for carrying fellow employees on work journeys.

Savings add up. At £1 a litre, average fuel costs are 13p a mile. At half fuel costs, if a sharer paid 7p a mile for a daily five miles each way (10 miles), you'd earn 70p daily, £3.50 a week, 40 weeks at least a year or £140 a year. Two sharers is £280 and three sharers £420 p.a. True marginal costs of driving are 25p a mile including maintenance and spares. Sharers should pay 13p a mile (£1.30 a day / £6.50 weekly / £260 p.a.). Massive savings (£1400 + p.a.) accrue by sharing ownership (including fixed costs) and getting rid of a car.

Anna Semlyen <[www.cuttingyourcaruse.co.uk](http://www.cuttingyourcaruse.co.uk)> <[info@cuttingyourcaruse.co.uk](mailto:info@cuttingyourcaruse.co.uk)>. Anna wrote *Cutting Your Car Use - UK sales at over 100,000*. Do ask about translating it for your country (except N. America). Contact <[john@greenbooks.co.uk](mailto:john@greenbooks.co.uk)>

# book club

**Carbusters recommends these books and films for group discussion.**



## **The High Cost of Free Parking**

By Donald Shoup  
Chicago: Planners Press,  
2005, 752pp  
ISBN 978-1884829987  
Reviewed by Kristin  
Grabarek and Peter Roper

Donald Shoup provides a startling analysis of the high economic, social, and environmental impacts of free parking and offers solutions for curtailing the negative impact of the automobile.

All transportation options, begins Shoup, have three basic elements: the vehicle, the right of way, and terminal capacity. Terminal capacity refers to what is done with the vehicle upon reaching its destination. Driving is a unique mode of transportation in two ways: first, it requires oversized terminal capacity (more than one parking space per vehicle), and second, the cost of parking has shifted from the transportation sector to being lumped into the prices of development and living. According to Shoup's calculations, 99% of parking for automobile trips is free for the driver.

Parking, explains Shoup, was to inevitably become a scarce resource, given that originally only on-street parking was an option for the automobile, the "superstar of capitalism." Planners then implemented policies to provide parking for all automobiles, all day, every day. The result of these policies was a landscape of asphalt, separating roads from buildings and buildings from each other, since the policies were most often set arbitrarily and without consideration for the actual demand for parking.

Then Shoup presents his most startling statistic: in the United States, in 2002, the public spent \$127 billion or more subsidizing public parking. To compare, in 2002 \$231 billion was spent on Medicare and \$349 billion on the U.S. military. This cost of public parking (approximately \$12,000 per vehicle per year)

rivals that of the capital cost of all vehicles plus the cost of all U.S. roads.

Shoup spells out the negative and snowballing effect of free parking, emphasising the increased air pollution (environmentally damaging), higher noise levels (socially uninviting) and astronomical public expense of free parking (economically detrimental). Shoup also directly relates the high cost of free parking to pedestrians and cyclists, detailing how the vast parking lots and requirement for more lanes of traffic to support the solo transportation make walking and cycling not only unpleasant, but also impossible in many cases, because of the increased distance walkers and cyclists must

**“ The biggest barrier to eliminating the subsidy of free or below market-rate parking is not technical, but political. ”**

travel to cover the expanse that parking spaces require! Shoup similarly brings up the social justice component of the problem of free parking by pointing out that zoning requirements put off-street parking in low-income areas where residents cannot afford private vehicles, thus taking up possible locations for housing and parks by unneeded public parking.

Shoup does not conclude without solutions. His solutions — including eliminating arbitrary zoning requirements and charging an appropriate price for parking — are derived from his understanding that having motorists pay an appropriate price for parking will result in less driving, therefore ultimately achieving a more appealing atmosphere for cyclists and pedestrians.

The conclusion of *The High Cost of Free Parking* realistically anticipates the righteous

resistance of motorists accustomed to free parking, by reminding us that the biggest barrier to eliminating the subsidy of free or below market-rate parking is not technical, but political.

Support for reasonable alternatives to free parking, then, is critical. Shoup presented such a solution when invited to the University of Colorado in Boulder to discuss the theoretical shortage of funds for improving public spaces and the increasing congestion on and surrounding the campus. At the University of Colorado, where monthly parking permits are allocated to departments who subsequently distribute passes to individuals, Shoup recommended selling the permits by the day directly to the individuals, while still allowing monthly quantities to be pre-purchased. This change increases the effective parking permit supply, since existing permit holders may choose fewer days, thus opening up permit supply to additional users; this change also increases the opportunity for campus users to choose alternatives that may benefit the environment, congestion, or their personal economics. However, though the solution is relatively simple, the primary barrier at the University is resistance by existing permit holders accustomed to the system of subsidised and guaranteed parking.

Readers of *The High Cost of Free Parking* will not only be better informed about the practicality and simplicity of improving cyclist and pedestrian spaces, but also reminded to be more than mere lukewarm supporters of such reasonable solutions.

*Kristin Grabarek is an independent book reviewer, and a children's librarian with the Denver Public Library system. <Kristin.Grabarek@gmail.com>*

*Peter Roper manages the sustainable transportation at the University of Colorado, in Boulder. He practices a carfree lifestyle and hopes to share the positive experience with his community. <Peter.Roper@Colorado.edu>*

## **One Less Car: The Movie**

DVD/Internet, 2006, 56 minutes  
[www.myspace.com/olcmovie](http://www.myspace.com/olcmovie)

In the spring of 2005, Louis-Philip, Ian and Lou packed up their apartments in Montreal, loaded up their old bicycles and hit the highway westbound for Vancouver.

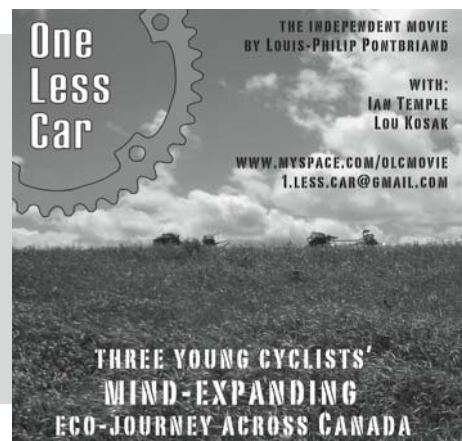
They set off to explore an enormous country, its breathtaking scenery and colourful people. Their motivation: the incomparable fulfilment of self-propelled travel — over 5000km on clean

human power without petrochemical energy or carbon emissions.

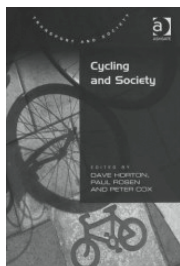
The first feature film by Louis-Phillip Pontbriand, *One Less Car* is an inspiring road movie shot on location all along the trans-Canadian adventure: from the bustling metropolis of Montreal to the ancient rainforests of the Pacific Coast.

The film can be downloaded for free at the website.

For more information e-mail  
<[1.less.car@gmail.com](mailto:1.less.car@gmail.com)>.







## Cycling and Society

Edited by Dave Horton,  
Paul Rosen and Peter Cox  
Ashgate Publishing  
Limited, 2007, 205pp  
ISBN 978-0-7546-4844-4

Riding down the street on a bicycle is an everyday occurrence for many readers of *Carbusters*. Cycling and cycle advocacy are familiar to many of us, and we are now treated to the next step — a theoretical analysis of cycling, couched in the social context, taking the form of nine different essays. *Cycling and Society* is a volume of writing that engages the subject of cycling and fosters connections to society at large, while taking into account a number of recent bicycle-related studies.

According to the editors, cycling's universality is also the cause of its *complexity, diversity and mystery*. Many of these features have been little explored, and this scarcity of academic attention is a leading reason for this present volume. The nine essays contained within the pages analyse both current trends in cycle advocacy and cycling in general, as well as offering some insights into the historical roots of cycling.

19th Century women's professional cycle racing is presented alongside an essay that looks at general gender issues from the same period. These two essays offer insight into the implications of women riding on two wheels. Phillip Mackintosh and Glen Norcliffe argue that the bicycle had not so much to do with the emancipation of women, but the exact opposite: women's cycling was rather connected to conformity and containment.

In another essay, Nicholas Oddy brings to our attention the cycling trends at the beginning of the 20th Century, showing how cycling began to be taken up by the masses — meanwhile losing

## The Humble Magnificent

DVD/Internet, 2007, 30 minutes  
[www.bicycology.org.uk](http://www.bicycology.org.uk)  
[film@bicycology.org.uk](mailto:film@bicycology.org.uk)

The first film from the British grassroots collective Bicycology documents the group on their 2006 tour of England. Using the bicycle literally and metaphorically as a tool to talk to people about both environmental and social issues, the 500-mile pedal-powered tour — starting in London and ending in Lancaster — aimed to bring the Bicycology message to towns, villages and cities through a mixture of spontaneous and organised free events.

The small group consists entirely of volunteers and tackle car-culture through

engaging, creative and fun activities like Dr Bike — who helps educate members of the public on the basics of bicycle repair — a pedal-powered game boy, bike beautification and bike games. The film highlights the basics of the Bicycology ethos: tackling the dominance of the car and overcoming the political and cultural barriers against cycling, promoting cycling as a healthy, practical and enjoyable alternative to high-carbon lifestyles.

Bicycology also produce a small guide that offers advice on safe cycling and bike beautification alongside information about climate change, bio-fuels, organic food and carbon offsetting.

Both the film and the guide can be downloaded for free from the website. — SF



its standing as a plaything of the high classes.

For those connected to cycling advocacy in the present time, there are a number of chapters well worth study here. In the essay entitled *Barriers to Cycling* a trio of authors look at the different factors that should be taken into account when considering why people choose to ride or not, and how a closer look at these reveal important clues that could inform a transport policy aimed at increasing cycling levels. While the authors advise that further study on these issues is needed before conclusive evidence can be established, there are nonetheless a number of trends worth paying attention to: windiness and hours of sunshine may not affect people's decision to ride or not, but rainfall levels, average temperatures and hilliness are influencing factors. While there is no clear evidence proving that recreational cyclists eventually turn into utility cyclists, they argue that there is still reason to be optimistic about promoting recreational cycling with this intention.

In his essay entitled *Fear of Cycling* Dave Horton also examines some barriers to cycling, although here the focus is related rather to cyclists' self-held identities, the perceptions of others and ways in which cycling has received the

mark of being a dangerous activity. Horton adds to the lively discussion on safety features of cycling, in particular the use of helmets. Horton makes the point that with safety campaign titles like *Arrive Alive*, some government sanctioned schemes and campaigns almost seem to deliberately instill fear. The unfortunate trend has been to place the burden of safety mainly on the cyclist, not the automobile driver. The British Cyclists' Touring Club fought for the first half of the 20th Century *against* the compulsory use of rear lights by cyclists, claiming this would cause drivers to relax their sense of responsibility to drive safely. This rationale is nearly unthinkable in our day and age.

This volume offers a very positive step forward — providing greater needed academic scrutiny to the subject of cycling — and promotes the notion that cycling can and should take a greater role in transport policy discussions. The sturdy British scholarship contained in this volume certainly has much to offer readers and scholars everywhere. We can also hope that this exciting subject will continue to be grappled with in the future, expanding also in geographic range. The way forward has been illuminated.

— JH

EXCERPT: "But times are changing. Cycling has become strange, and the cyclist has become a stranger ... the stranger's presence suggests the possibility of another way. Against a backdrop of increasingly vocal concerns about climate change and growing unease about 'the car', the cycling stranger embodies the possibility of a different social order." (Dave Horton)



# RESOURCES

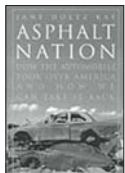
PRICE UPDATE 2008!\*

## Nonfiction

### Asphalt Nation

*How the Automobile Took Over America and How We Can Take It Back*

Jane Holtz Kay, 1998, 440 pages  
US\$29, EUR 20, £15, or CZK 520



Asphalt Nation is a powerful examination of how the car has ravaged America's cities and landscape over the past 100 years, together with a compelling strategy for reversing our dependency. Demonstrating that there are economic, political, personal and architectural solutions to the problem, Kay shows that radical change is possible.

### Carfree Cities

J.H. Crawford, 2000, 324 pages

US\$35, EUR 24, £18, or CZK 620

An unapologetic argument for carfree cities combined with a detailed and well thought-out plan, *Carfree Cities* outlines a city structure carefully designed to minimise environmental impact and maximise quality of life.

### Car Busters Graphics Book

Car Busters, 1999, 44 pages

US\$10, EUR 7, £5, or CZK 180

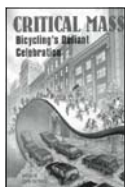
Our graphics book brings together all the best graphics on file at *Car Busters* from the artists you see in the magazine. Includes information on how to produce attractive posters and leaflets. The graphics can be reproduced freely (for non-profit purposes) by activist groups for their leaflets, posters, newsletters, etc.

### Car Sick

Lynn Sloman, 2006, 192 pages

US\$29, EUR 20, £15, or CZK 520

"Cars cause environmental destruction, provoke stress and tear the heart out of communities. *Car Sick* provides a page-turning account of how we got into this mess, and more importantly, charts an attractive way out. If you've got a car, read this book. It will change your views, and could change your life." - T. Juniper, Friends of the Earth



### Critical Mass

*Bicycling's Defiant Celebration*

Chris Carlsson, editor, 2002, 256 pages

US\$25, EUR 16, £12, or CZK 410

An irreverent collection of inkworthy social critique and optimistic celebration. Forty-eight contributors document, define and drive home the

beauty of a quiet ride with a thousand friends, the anarchy of grassroots inspiration, the fight for the survival of our cities.

### Cutting Your Car Use (U.K. Version)

*Save Money, Be Healthy, Be Green!*

Anna Semlyen, 2000 / 2005, 160 pages

US\$12, EUR 8, £6, or CZK 210

Britain's first ever personal traffic reduction guide. Packed with easy-to-follow, best practice advice. For anyone who wants to cut their car use, or give up the car completely. New updated edition.

### Divorce Your Car!

*Ending the Love Affair With the Automobile*

Katie Alvord, 2000, 320 pages

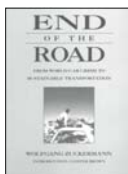
US\$20, EUR 14, £10, or CZK 360

*Divorce Your Car!* speaks to individuals, encouraging readers to change their own driving behaviour without waiting for broader social change, stressing that individual action can drive social change.

### Earth First! Direct Action Manual

DAM Collective, 1998, 152 pages

US\$10, EUR 7, £5, or CZK 180



### End of the Road

Wolfgang Zuckermann, 1991, 300 pages

US\$10, EUR 7, £5, or CZK 180

There are half a billion cars on the planet, and this book takes a long, hard look at the contrast between the image and the reality of this fact. Zuckermann offers 33 "ways out" of our car dependence, including pedestrianisation, alternative transport, restructuring public transport...

### For Love of the Automobile

*Looking Back Into the History of Our Desires*

Wolfgang Sachs, 1992, 227 pages, hardcover

US\$56, EUR 38, £28, or CZK 990

Examining the history of the automobile from the late 1880s to the present, Sachs shows how the car gave form to the dreams and desires embedded in modern society and in so doing reshaped our very notions of time and space, our individual and societal values, and our outlook on progress and the future. In sum: an excellent and detailed cultural history of the car.

### Life Between Buildings



Jan Gehl, 2001, 202 pages

US\$40, EUR 27, £20, or CZK 720

First published in 1971, this book is still the best source for understanding how people use urban public spaces. *Life Between Buildings* is the undisputed introduction to the interplay between design and social life.

### Making Their Own Plans

Brett Bloom and Ava Bromberg, eds., 2004, 128 pages

US\$17, EUR 12, £9, CZK 300

A compilation of articles about concrete projects seeking to reconfigure an undemocratic, polluted, gentrifying city into a more just and livable place.

### New City Spaces

Jan Gehl and Lars Gemzoe, 2001, 263 pages, hardcover

US\$60, EUR 41, £30, or CZK 1,070

Through colour photos, descriptive text and diagrams, this informative book highlights 39 public spaces around the world that have been won back from traffic.

### Public Spaces - Public Life

Jan Gehl and Lars Gemzoe, 1996, 96 pages

US\$49, EUR 33, £25, or CZK 870

Describes the remarkable improvements in Copenhagen over the past 34 years, and how they were accomplished.

### Sustainable Mobility Guide for Municipalities

Justin Hyatt, 2006, 52 pages

US\$10, EUR 7, £5, or CZK 180

The *Sustainable Mobility Guide* provides a full spectrum of themes related to transportation, urban design, mobility management and more. It is aimed at decision makers as well as NGO's working in the field of transport and urban planning, or anyone else interested in a broad survey of urban mobility issues. Also contains a section highlighting relevant websites and organizations.

### New Magazine Prices 2008:

EUR 4 / US\$5 for single current issue

EUR 12 / US\$18 for one-year subscription

EUR 22 / US\$32 for two-years subscription

\* To better reflect the current exchange rates and actual costs for buying and sending resources we've updated the magazine and Resource Centre prices at the beginning of 2008. Old prices mentioned in back issues (till #32) are no longer valid.

## Fiction/Kids

### The Age of the Bicycle

Miriam Webster, 1998, 270 pages

US\$15, EUR 10, £8, or CZK 270

What if one afternoon all the cars in the world slowed down and then stopped in their tracks... soon tea shops burgeoned on the interstates... rush-hour traffic went by on bicycles at an average speed of eight miles an hour...

### Alice in Underland

Wolfgang Zuckermann, 1999

US\$10, EUR 7, £5, or CZK 180

"A curious mixture of nonsense, social satire and surrealist fairytale, which takes the classical Alice through the dreary landscape of suburban America."

### Family Mouse Behind the Wheel

Wolfgang Zuckermann, 1992, 30 pages, hardcover

US\$10, EUR 7, £5, or CZK 180

Colourful illustrated book teaches children the problems of car culture through the eyes of a family of mice who decide to buy a car, with all the consequences...



### The Little Driver

Martin Wagner, 2003, 56 pages

US\$12, EUR 8, £6, or CZK 210

A children's book for young and old. The Little Driver takes a fresh look at our obsession with cars through the eyes of a boy still young enough to take nothing for granted.

## Carbusters Press

**Bulk Discount:** Ten or more CARtoons and/or Roadkill Bill books, any combination, for half price.

### CARtoons

Andy Singer, 2001, 100 pages, optional CD-ROM

contains high-resolution TIF images of all graphics

Book: US\$10, EUR 7, £5, or CZK 180

CD-ROM: US\$5, EUR 3.50, £2.50, or CZK 90

A personal and provocative look at our relationship with the car, from Ford's first assembly lines to today's "drive-through" society. Features seven pithy chapter texts and a compilation of hard-hitting quotations, plus 90 of Singer's infamous graphics.

### Roadkill Bill

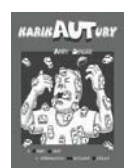
Ken Avidor, 2001, 108 pages

US\$10, EUR 7, £5, or CZK 180

It's the comic strip that looks at cars, technology and philosophy from the viewpoint of a frequently squashed rodent. In *Roadkill Bill*, the wonderful, provocative, amusing and sometimes gruesome cartoons are collected together for the first and only time. Avidor gives voice to the suffering soul of humanity that feels bulldozed and paved over by industrial technology run amok.



karikaUTury, GÉPregény,  
karikaUTóry, and AUTokomiks



CARtoons has been published in Czech, Slovak, Hungarian and Polish with a new introduction by the head of the Czech NGO Children of the Earth. The books are part of the Visegrad Resource Centre project. If you are interested in copies contact project coordinator Michal Krivohlavek at <Michal@worldcarfree.net>.



## Videos



### Source\*

2005, 77 min., DVD, region-free PAL (plays on all PCs) - US\$25, EUR 17, £13, or CZK 450

The tale of the Baku-Ceyhan-Tbilisi pipeline is a tale of corruption, greed, and Western money flowing into the oil-soaked shores of the Caspian Sea. This documentary takes you to the source of Western oil dependency and the human results of oil policy.



### Autoschreck

1994, German version, PAL only US\$24, EUR 16, £12, CZK 430

Michael Hartmann walks straight over the cars illegally parked on the sidewalk. A documentary about a man discharged from a mental hospital for being perfectly (or at least somewhat) normal.

### We Are Traffic! & Return of the Scorcher



1999/1992, 50 min./28 min., NTSC US\$20, EUR 14, £10, or CZK 360

Two classic biking movies now on one DVD, plus extra footage that didn't make it into the documentaries. *Return of the Scorcher* (1992, 28 min.) chronicles the history of the bicycle renaissance. *We Are Traffic* (1999, 50 min.) follows the grassroots Critical Mass movement, which has brought together complete strangers in an exuberant, commercial-free public space filled with creativity & unpredictability.

### Still We Ride!

In Tandem Productions, 2005, 37 min., DVD



US\$20, EUR 14, £10, or CZK 360

This action-packed documentary is a glimpse into the shocking showdown between the monthly Critical Mass bike ride and New York City police in the months after the Republican National Convention in August 2004.



**Cycling and Society in our Resource Centre? Tell us if you're interested!**  
(See Book Club reviews on previous pages)

## Postcards



Our line of Carbusters postcards expand our range of consumer products for the entire family! An assortment of ten postcards costs US\$8 / EUR 5 / £4 / CZK 130.

## "Freesources"

A growing selection of free texts available at <www.worldcarfree.net/resources/free.php>:

- *Car-Free Development* by Lloyd Wright
- *Energy and Equity* by Ivan Illich
- *Car-Free Housing in European Cities* by Jan Scheurer
- *The Automobile and Décroissance* by Denis Cheynet
- *Time Pollution* by John Whitelegg
- *Depaving the World* by Richard Register, and more!

## Stickers

### "One Less Car" Bike Stickers

Ten stickers: US\$3, EUR 2, £1.50, or CZK 50

Available in Catalan, Chinese, Czech, Dutch, English, Estonian, Finnish, French, German, Hungarian, Irish, Italian, Lithuanian, Norwegian/Swedish/Danish, Polish, Portuguese, Romanian, Russian, Serbo-Croatian, Slovak, Slovenian, Spanish, Turkish and Welsh. Sized for bike frames, water-resistant.



### "Cancer Warning" Stickers

15 stickers: US\$4.50, EUR 3, £2.30, or CZK 80



Big hard-to-remove stickers for cars. Available in French, German, English, Spanish and Czech.

### Stop-Sign Improvement

One: US\$1.25, EUR 0.85, £0.65, or CZK 22

Ten: US\$9, EUR 6.25, £4.65, or CZK 165



Forty-six centimetres long. Bright red. These big glossy vinyl stickers are just the right size to go under the word "STOP" on stop signs.

## T-Shirts

### Looking for NEW T-Shirts!

We would like to offer new unique t-shirts. If you have a new design that asks for being worn all over the planet, please contact us! (See t-shirt design contest)

### "No Cars"

US\$12, EUR 8, £6, or CZK 210

White t-shirt with the "cars-forbidden" traffic sign on it. Unisex and woman style, in sizes M, L, XL.



### "Carfree" and "Skull"

US\$12, EUR 8, £6, or CZK 210

Black, red, light blue ("Carfree" only); unisex: S, M, L, XL; woman style: S, M, L



## Payment Instructions

### Mail-Order Resources

Shipping (surface rate outside Europe) is included in all prices. We accept US and British cheques made out to Carbusters. Credit card payments can be made on-line at <www.worldcarfree.net/resources>. We also accept international postal money orders (in CZK or USD), and even cash in the currencies below (at your own risk, but seems OK).

Payments: Car Busters, Krátká 26, 100 00 Prague 10, Czech Rep.

Should you prefer to pay by bank transfer, please contact us.

### Magazine Subscriptions

Country	4 Issues	8 Issues
US	18 Dollars	32 Dollars
Eurozone	12 Euro	22 Euro
UK	9 Pounds	16 Pounds
Czech Rep.	190 Korun	350 Korun

### Memberships

Advocate: US\$40, EUR 30, £20, or CZK 600

Supporter: US\$65, EUR 50, £33, or CZK 1000

Saviour: US\$130, EUR 100, £66, or CZK 2000

Membership benefits/premiums are described on the next page.

Distribution Orders (5 or more copies): US\$3.20 / EUR 2.60 / £1.60 / CZK 32 per copy (you sell at current issue price and keep the difference).

## Design your own t-shirt!



More info about WCN's T-Shirt Design Competition on page 5 (announcements).

## Carbusters Back Issues



Have an incomplete collection? Looking for a perfect gift? Don't know how to best invest your money for long-term growth? Well, look no further! Get any back issue of *Carbusters* for a mere US\$2.50 / EUR 2 / £1.75. Or get a complete set for US\$40 / EUR 27 / £20. Or order an assortment of 100 issues for US\$110 / EUR 77 / £55.

## Shipping included

in all listed prices.

### Towards Carfree Cities

US\$8.50, EUR 6, £4.30, or CZK 150

Sizes S, M in orange, red or forest green; size M, L in yellow



[front]

[back]





WORLD CARFREE NETWORK WORKS TO BUILD AND MAINTAIN THE GLOBAL CARFREE MOVEMENT. ITS PROJECTS AND PUBLICATIONS ASSIST PEOPLE AROUND THE WORLD TAKING ON CAR CULTURE AND PROMOTING ALTERNATIVE WAYS OF LIFE. WE AIM TO FACILITATE EXCHANGE AND COOPERATION AMONG ACTIVISTS AND CAMPAIGNERS, REACH OUT TO THE PUBLIC, INSPIRE NEW ACTIVISTS AND CHANGE THE WORLD.

- CARBUSTERS QUARTERLY MAGAZINE
- PRINT AND ON-LINE RESOURCE CENTRE
- ANNUAL CONFERENCE SERIES
- WORLD CARFREE DAY COORDINATION
- WORLD CARFREE NEWS E-BULLETIN
- CARFREE GREEN PAGES DIRECTORY
- MOBILITY JUSTICE PROJECT
- AUTOHOLICS ANONYMOUS
- INTERNATIONAL YOUTH EXCHANGES

## JOIN WORLD CARFREE NETWORK

...and get a subscription to *Carbusters* magazine plus a free book!

- ☐ Advocate - US\$40/EUR30/GBP20  
includes a one-year magazine subscription, an assortment of bike stickers and one of these books: Ken Avidor's *Roadkill Bill*, Andy Singer's *CARTOONS*, or Martin Wagner's *The Little Driver*. (circle one)
- ☐ Supporter - US\$65/EUR50/GBP33  
includes a one-year magazine subscription and two of these books: *CARTOONS*, *Roadkill Bill*, or *The Little Driver*. (circle two)
- ☐ Saviour - US\$130/EUR100/GBP66  
includes a one-year magazine subscription, a copy of *Carfree Cities* by JH Crawford, and one of these books: *CARTOONS*, *Roadkill Bill*, or *The Little Driver*. (circle one)

- ☐ 4 Issues Subscription: US\$18/EUR12/GBP9
- ☐ 8 Issues Subscription: US\$32/EUR22/GBP16
- ☐ \_\_\_\_\_ - Donation (much appreciated)
- ☐ I'm enclosing \_\_\_\_\_ for the following books or resources: \_\_\_\_\_
- ☐ I want to receive your monthly e-mail bulletin, so here's my e-mail address (written clearly): \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Cheques: We accept US and British cheques made out to Carbusters. Credit card payments: [www.worldcarfree.net/resources](http://www.worldcarfree.net/resources). Other payment options are listed on p. 29.



► World Carfree Network, Krátká 26, 100 00 Prague 10, Czech Republic - e-mail: [info@worldcarfree.net](mailto:info@worldcarfree.net) - website: [www.worldcarfree.net](http://www.worldcarfree.net)



# carfree

## june 16-20. 2008

towards carfree cities international conference 2008. portland, or, usa.

# [www.carfreeportland.org](http://www.carfreeportland.org)

**Monday, June 16: Early registration**

Depaving project in North Portland. We will convert a parking lot into a green community space.

**Tuesday, June 17: Public Day**

All program elements on Tuesday will be free and open to the public.

9:00 - 12:00: Plenary session and opening keynote speech; presentations

1:00 - 3:30: Presentations and panels

4:00 - 8:00: Reception and international carfree-themed art show in City Hall

**Wednesday, June 18:**

9:00 - 5:00: Panels, presentations, workshops, and/or guided tours of Portland's transportation and urban design

8:00: Movie night

**Thursday, June 19:**

9:00 - 5:00: Panels, presentations, workshops, and/or guided tours of Portland's transportation and urban design

8:00: Closing party featuring old time square dancing in the street

**Friday, June 20:**

9:00 - 6:00: Annual General Meeting of the World Carfree Network (open to the public)

**Sunday, June 22:**

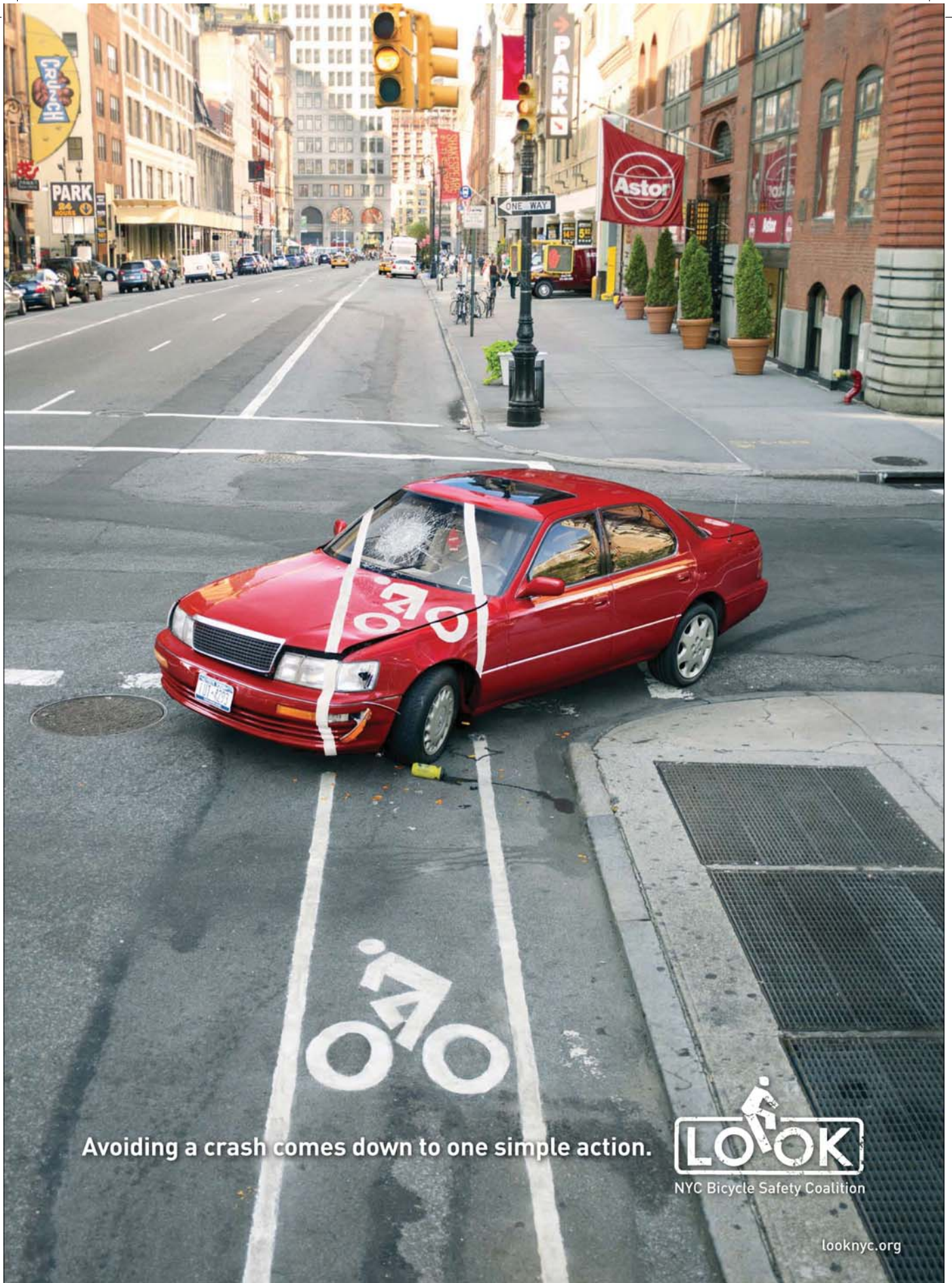
8:00 A.M. - 2:00 P.M.: Sunday Parkways

Portland will celebrate its first ever ciclovía-style street closure. The proposed route will close six miles of streets for Portlanders to walk, bike, run, stroll, and roller blade along the route to activities in the parks as well as to nearby shops and businesses in the vicinity.

**REGISTRATION OPEN!**

[www.carfreeportland.org](http://www.carfreeportland.org)





Avoiding a crash comes down to one simple action.



NYC Bicycle Safety Coalition

[looknyc.org](http://looknyc.org)

